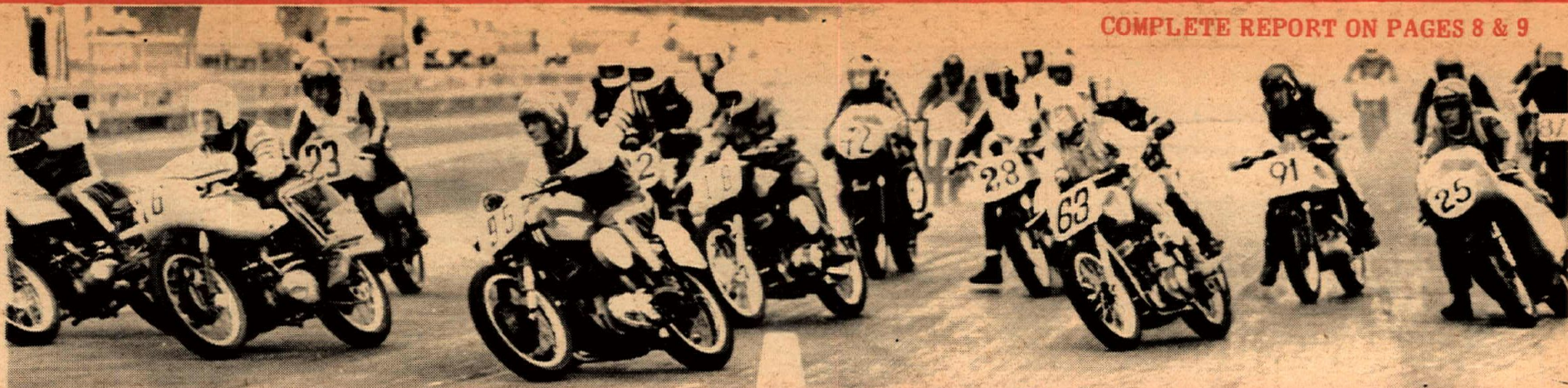




COMPLETE REPORT ON PAGES 8 & 9

75.MILE NATIONAL-Rayborn WINS 'em BOTH

CYCLE NEWS

15c

WEEK OF SEPTEMBER 22 through SEPTEMBER 28, 1966

VOLUME III NUMBER NUMBER 37

A Decade of POKER RUNS



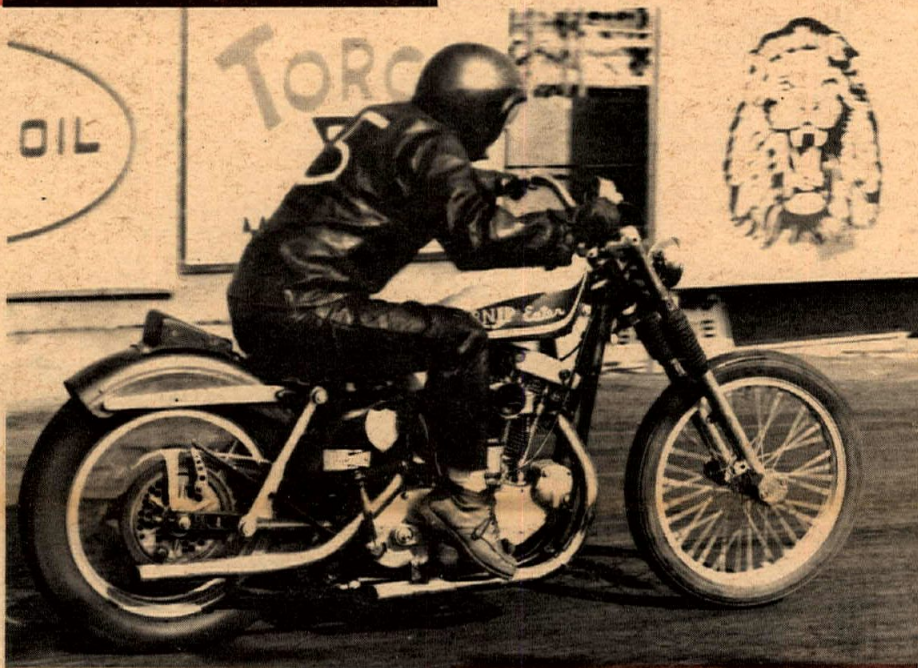
By John F. Shedd

The Artesia Motor Jockeys, an eleven-year-old road riding club, proved that experience is the best teacher with their well-organized Tenth Annual Poker Run. The 212 road riders participating in the event, met at Harley-Davidson of Long Beach between 8:00 and 9:30 a.m. All were greeted with a warm welcome and free coffee and donuts furnished by the Harley shop. Shortly after 8:00 o'clock, riders in groups from two to a dozen pulled onto Long Beach Blvd., with their first set of travel instructions, heading for check point #1. The sky was a bright blue umbrella laced with marshmallow white clouds, with old Mr. Sun playing peek-a-boo. All in all, it was a warm morning; and everyone seemed to be in the best of spirits. The first instruction sheet led the riders from Long Beach Blvd. to Carson. After a 22 mile ride east on Carson, the riders turned south on Santiago Blvd., and then 4 miles to check point #1. Check point #1, as well as the others, was well-marked and impossible to miss. After leaving the first check point, and receiving instruction sheet #2, the run continued in a southerly

(Continued on page 3)

DRAGS

Competitor's eye view of Leo Payne on his street bike "Turnip Eater" gobbling up the prize money at any of several western drags



(See Page 19)

PAYNE WINS AND HEADS FOR HOME

By Bob Ebeling

The gates of Tucson Dragway, Tucson, Arizona, were opened to the largest crowd ever gathered at this "Asphalt Oasis" amid sagebrush and sand. More than 5,000 spectators and entries took part in the action that began at 4 p.m. and lasted until three in the morning. The dragstrip personnel were unused to a gathering of this size and unfamiliar with the problems involved with cycle classifying and yet performed their duties in an outstanding manner.

Bikes were divided into divisions based upon elapsed times with "A" the quickest and "K" the slowest.

"A" division featured Loe Payne on his Harley-Davidson, Murray & Cook's twin engine Triumph and Perry & Scotty's twin engine triumph. The racers were arranged so that each machine must be defeated twice before actually retiring and thus a lot of

(Continued on page 5)

-BEEG WEEKEND COMING ENSENADA MAYOR EXTENDS WELCOME TO "MAGNIFICENT CONVENTION"

El Presidente Municipal (Mayor) of Ensenada Professor Jorge Olquin Hermida, last week put the official seal of approval on the Grand Prix Motorcycle Tour destined to fill his city with cyclists on October 8 & 9.

In an official document reproduced nearby the Mayor extends a cordial invitation to the "Magnificent con-

(Continued on page 3)

MARKEL OFF THE WALL

ASCOT HALF MILE STORY

It came one week late, but it came. Action of a type seldom seen in racing circles on any track, anywhere.

WHAT HAPPENS when the top 13 riders in the current Ascot point standings all get together with out of state riders like Bart Markel. Gary Nixon and Fred Nix with no pressure to win except money? The "Jr. National" that was run last Friday night at Ascot will long be remembered by the new fans.

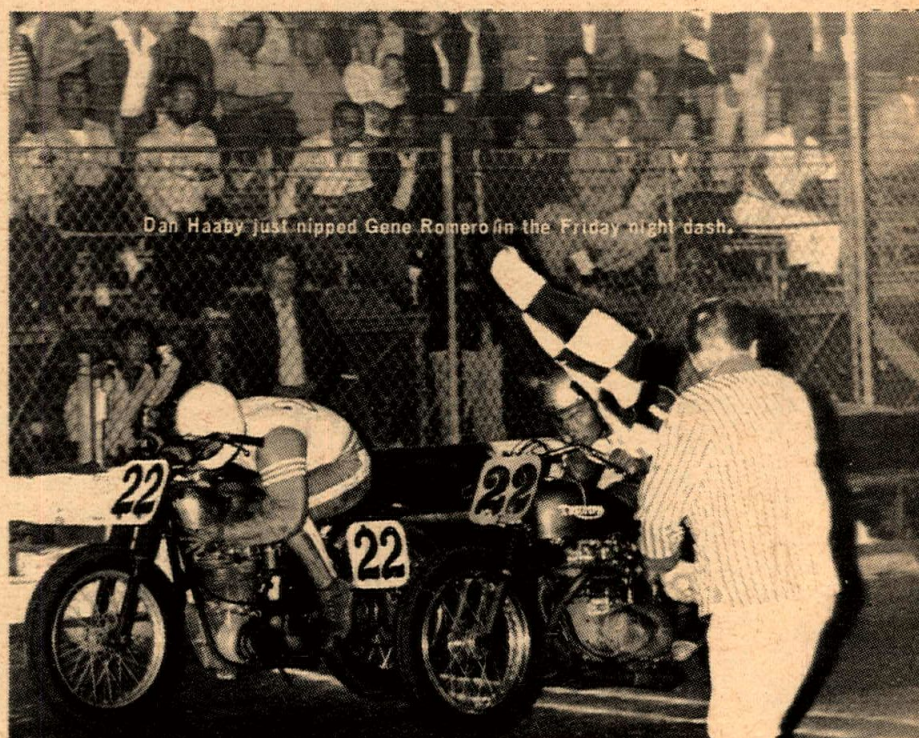
Mr. Markel gave the fans a riding display that will not soon be forgotten. In his heat race he came on fast to blast by Mel Lacher with some fancy high-groove riding. Once in the lead, with only one lap to go, the Michigan fence-buster tried to dent the south turn wall with a

full bore thrust and a resounding crash. Did this stop the champ? Not in the least. He did lose the heat race to Chris Draayer who had taken over second two laps earlier when Lacher tried some Markel-type riding on the back straightaway and took part of the wall with him down the chute. Draayer won the

event, Markel ran second, the south turn wall has another hole in it, and the crowd gave Markel a big hand for a job well done.

The trophy dash was another gasser with Dan Haaby, Gene Romero and Chuck Jones supplying the three way action that found all three in and out of

(Continued on page 10)



Dan Haaby just nipped Gene Romero in the Friday night dash.

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805

CYCLE NEWS

SECOND CLASS
DATED MATERIAL

CALENDAR OF EVENTS

FRIDAY, SEPT. 23rd

1/2 MILE RACES - At Ascot Speedway. Gardena, Calif.

TT SCRAMBLES - Lodi M.C. at Lodi Cycle Bowl, Lodi, Calif. Dist 36 AMA sportsman sanction. Sign-up and practice 6:00-7:00 p.m. Call 368-7182 for further information.

AMA CLASS A PROFESSIONAL SHORT TRACK RACING. Regular Friday night show at Vallejo Speedway. Just across the new bridge from San Francisco. Time trials: 7:00 p.m. first race 8:15 p.m.

SATURDAY, SEPT. 24th

NITE CHAMPION SPORTSMAN RACE - Mt. Baker M.C. at Bellingham, Washington.

Safety Film, "Invisible Circle" - by American Honda, Long Beach Police and National Safety Council, fun & good riding practices. On Channel 13, on Saturday, at 7:30-8:00 pm. Beautiful scenery, narrated by Peter Brown, TV star of "Laredo".

TULARE HALF-MILE - by Visalia Ramblers M.C. in cooperation with 24th Dist. Agricultural Assoc. Four-star, class C dirt track races, AMA sanctioned. Time trials at 2:30 pm, racing starts 7:30 pm. At the Tulare County Fair, Tulare, Calif.

AMA SHORT TRACK - at California State Fair Grounds on the eve of the 20 mile National Horse Show Grounds, California State Fair Grounds, Sacramento, Calif. First race at 8:30.

ACA NITE TT - South Gate Raceway. Racing under ACA sanction. Pit gate opens 6:00 p.m.; practice at 7:00 p.m., racing at 8:00 p.m. Professional Class A rules, 50cc, 100cc, 250cc classes. South Gate Speedway, South Gate, California.

SUNDAY, SEPT. 25th

10 MILE NATIONAL CHAMPIONSHIP - at San Jose. **CANCELLED**

A.C.A. NATIONAL POINTS ROAD RACE, Willow Springs International Raceway, Rosamond, Calif. Pit gates open 8:00 am, practice from 9:00 - 11:30, first event at 12:00 noon. All classes including production. General Admission \$2.00.

ILLINOIS-INDIANA CHAMPIONSHIP MOTO CROSS - by Champaign-Urbana M.C. at Fisher, Illinois.

TT SCRAMBLES - by So. Calif. Sidehack Ass'n. at Prado Park. Lightweight-11/200 am, heavyweight-12:00. All classes (almost)! All riders welcome. Trophies, Dist. #37 Points, Beer & hot dogs. "Any way you HACKIT, it oughta be good!" ... and something unique, which is normal for the group.

20-MILE NATIONAL CHAMPIONSHIP - at Sacramento State Fair Grounds, Sacramento, Calif. AMA sanctioned, \$6000.00 purse. Qualifying...12:00 Noon, Races at 2:30. Gates open at 10:00 am.

POKER RUN - Hi Jinx M.C. Start at 9:30 a.m. from Jenkins Sport Center, 13200 San Antonio Dr. Norwalk. \$1.00 per person entry fee. Hidden poker cards at marked locations.

POKER RUN - 1st Flying Wheels M.C. at Manteca, California

2nd ANNUAL SCRAMBLES - Masterlinks M.C. at Hanford, Calif.

STATE CHAMPIONSHIP HARE AND HOUNDS - by Shamrocks M.C. Starts 10:00 a.m. Entry \$4.25. Lined from Red Rock Canyon. AMA Point Run, Trophies.

WEDNESDAY, SEPT. 28th

ACA SHORT TRACK - Orange County Speedway. Pit gate opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 and 250cc classes. Located off the San Diego Fwy. south of Tustin, across from El Toro Air Station, Calif.

THURSDAY, SEPT. 29th

ACA SHORT TRACK - South Gate Speedway. Pit gates open 6:00 p.m., racing starts 8:00 p.m. 50, 100 and 250cc professional Class A events. Located one block south of Firestone and one block west of Garfield, South Gate, Cal.

FRIDAY, SEPT. 30th

NITE SCRAMBLES - Fresno M.C. at Fresno.

FRIDAY NITE 1/5 MILE SPORTSMAN SHORT TRACK - by Livemore M.C. at Altamont Speedway at Tracy Livemore on California Highway #50. Pit gate opens 5:50 pm, closes 7:30. Practice 6 to 7:30. Races start 8 pm. 5000 spectator seats, admission \$1.50. All classes, 50cc to 250cc except ladies

SEPT. 30, OCT. 1st, 2nd.

CYCLE ACTION THEATRE - three hours of motorcycle racing films. Las Vegas Convention Center. 8 p.m. Paradise Rd. and Convention Center Dr. Sept. 30.

OCT. 1, 8 a.m. MOTORCYCLE INSPECTION AND SAFETY CLINIC - Las Vegas Jr. Chamber of Commerce. Convention Center Parking Lot.

OCT. 1, 2 p.m. MOTORCYCLE RIDE - Ride to Day Dream Ranch, 2465 E. Warm Springs Rd. Swimming, Dancing (live music), Ranch Dinner, Night Hay Ride, free camping facilities. Entry - \$2.50 for adults, \$1.75 for children.

OCT. 2, 8:30 a.m. POKER RUN - Las Vegas Motorcycle Dealers Association. Trophies, merchandise prizes. Pick up first card at any M.C. shop. Ride ends at Sunrise Raceway. Entry - \$1.00.

OCT. 2, 11:30 a.m. TT SCRAMBLES - Silver City M.C. Sunrise Raceway after the Poker Run. Three entries make a class. AMA sanctioned. Class C traction recommended. Powder Puff Race.

SATURDAY, OCT. 1st

TT STEEPLECHASE - regular first-Saturday-of-month TT Racing. Ascot Park, Gardena, Calif.

Safety Film "Invisible Circle" by American Honda, Long Beach Police Dept. and National Safety Council Fun & good riding. On Channel 13, on Saturday, at 7:30-8:00 pm. Beautiful scenery, narrated by Peter Brown, TV star of "Laredo".

CLASS C 1/2 MILE FLAT TRACK - Altamont Speedway 8 miles west of Tracy on Highway 50. P.O. Box 1042 Livermore, Calif. 94550. Phone (415) 443-2710.

SAT. & SUN. OCT 1-2nd.

NORTHWESTERN CHAMPIONSHIP TT - \$3,400 purse. Post entries close Sept 17th. at Champion Speedway, at Brisbane, Calif. (across from Candlestick Park). Amateurs qualify Sat. only, noon to 2:30. Experts qualify Sun. Only, Oct 1st, time trials, practice and Novice Events. Oct. 2nd, practice and 100-lap TT. Gates open 8 am, practice at 9: , racing at 2 pm.

SUNDAY, OCTOBER 2nd.

Class A SHORT TRACK - at Madera Fairgrounds, off Hiway 99 No. of Madera, Calif. AMA sanctioned, \$600. purse. Race at 2:00 pm.

SCRAMBLES - San Francisco M.C. at Uvas Dam.

SCRAMBLES - Marin County M.C. at Novato.

NORTHWEST CHAMPIONSHIP SCRAMBLES - by Seattle M.C. at Jolly Rogers M.C. Grounds. 2810 S. 142nd St., Seattle, Wash. Phone CH 2-0413 for information.

HARE SCRAMBLES - two 16-mile loops starting at 10 am sharp at Ponderosa Inn, 15 Mi. E. of Lancaster, Calif. on Ave. "J". No AMA or Dist. #37 cards needed. Pie-plate numbers O.K. Overnight campers welcome. Picnic tables, BBQ pits, country bkfst., beer, soft drinks, sandwiches at stand. New competition trail bike class added with separate start ahead of Novice trail bikes. Three ft. trophy.

POKER RUN - by Delta Falcons M.C. at Pittsburg, Calif.

FIELD MEET - 2nd Annual event by Playboys M.C. of Long Beach. All small bikes welcome. Entry fee \$1.25 per rider, \$1.00 per passenger. RRC point run, AMA sanctioned. Sign-up from 7:30 to 9:00 a.m. and start at Harley-Davidson of Long Beach, 3654 N. Long Bch Blvd. Long Beach, Calif.

CACTUS DERBY NATIONAL CHAMPIONSHIP ENDURO - Riverside Bombers M.C. AMA sanctioned. Will run-rain, shine or heat. Start and finish 8 miles south of Barstow. Take central Barstow off-ramp - no lime to start. First rider leaves 7:01 a.m. **LEGAL EQUIPMENT REQUESTED**, water proofing might be necessary. Classes-0-250cc (A&B), 251cc & up (A&B), 100cc class 100 miles long, under and over 16 years, sidecars (6 entries make a class). Entries close Sept. 18, 1966. Riding numbers by drawing. Mail entry \$5.00, Post entry \$7.50. Address entries to: Gene Lindley, P.O. Box 1002, Cherry Valley, Calif. 92223. Any standard entry blank accepted.

AFM NATIONAL POINT ROAD RACE - Cotati Raceway by San Francisco Chapter of AFM. Last Northern California Point race. All classes plus production, racing begins at noon. Sign up from 8 to 10 a.m. All riders must be members of AFM (\$2.00). Entrants traveling more than 200 miles - free entry. For information contact H. Finger, 637 Gough St. San Francisco. Tel: (415) 567-3389 after 6:00 p.m.

SPORTSMAN HILLCLIMB - East-side M.C. (Northern Calif.) AMA sanctioned, 250cc and up. Practice at 9:00 a.m., start at 12 noon. Hall Ranch at Uvas Dam, Calif.

WEDNESDAY, OCT. 5th.

ACA SHORT TRACK - Orange City Speedway. Pit gate opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 and 250cc classes. Located off the San Diego Fwy south of Tustin across from El Toro Air Station, Calif.

THURSDAY, OCT. 6th.

ACA SHORT TRACK - South Gate Speedway. Pit gates open 6:00 pm racing starts 8:00 pm. 50, 100 & 250cc professional Class A events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 7th

CLASS C 1/2 MILE FLAT RACE - weekly event at Ascot Park, 183rd st. and Vermont, Gardena, Calif.

CLASS C TT STEEPLECHASE - Hayward Speedway, Hayward, Cal.

INDOOR SPORTSMAN SHORT TRACK - Everett M.C. at Gold Creek Park, Southeast of Woodinville, Wash., on Redmond Rd. Every Saturday night through March except Dec. 24 & 31. Everett M.C., 726 112th St. S.W. Everett, Wash. 98202.

SATURDAY, OCTOBER 8th

POKER RUN - 60 miles of delightful pavement from the California border to Ensenada, Baja Calif. First check and sign-up at Mexico side of International Border at Tijuana, B. C. Entry fee \$2. Pick up three more cards en route, fifth card at finish in Ensenada. Trophies for highest poker hands and lo-ball. Distinctive pin for all entries. After parade through town on Sunday, trophies will be awarded. All poker run entries will be admitted to the Ensenada Grand Prix Motorcycle Races free. Sponsored by Mexico Dept. of Tourism, Ensenada M.C. and Cycle News. Officials: The Ace of Clubs M.C. of Southern California. Send \$2.00, name address and age to: Ensenada Pre-entry P.O. Box 498, % Cycle News, Long Beach, Calif.

CLASS C 1 MILE FLAT TRACK - Altamont Speedway, 17001 Midway Rd., Livermore, Calif. 94550.

TT STEEPLECHASE - Monthly class C event at Ascot Park, 183rd st. and Vermont, Gardena, Calif. Practice at 6:00 p.m., racing at 8:00 p.m.

INTERNATIONAL TT-SCRAMBLES - 7th Annual Ensenada Grand Prix at Ensenada, Baja Calif. Promoted by Mexico Dept. of Tourism and Ensenada M.C. Races begin Saturday am, from 100cc thru 350cc on Saturday, plus Powder Puff (maximum 100cc). Current sportsman card required for Novice.

NITE TOURIST TROPHY RACE - AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

SUNDAY, OCT. 9th.

POKER RUN - Golden Bears M.C. at Manteca.

SCRAMBLES - Richmond Ramblers M.C. at Richmond.

CLASS C TT STEEPLECHASE - Altamont Speedway, P.O. Box 1042, Livermore, Calif. 94550.

8-HOUR ENDURO SCRAMBLES - by Raven's M.C., for info, contact Raven's, P.O. Box 2231, Renton, Washington.

SCRAMBLES - by Shelton Trail Blazers M.C. at Shelton. For info. P.O. Box 531, Shelton, Wash.

TT SCRAMBLES - Hi-Boots M.C. at Dehesa Track near El Cajon, Calif. Practice 10:00 am, Race at Noon.

WILBUR CEDAR COMMEMORATIVE SHOP HOP & TROUT FRY - limed from Cabazon, on Hiway 60 a total distance of 50 miles East of Riverside, Calif. Tickets at Skip Fordyce store in Riverside \$1.50 'till closing date Oct 2nd, Post entries, \$2.00. Motorcycles must be ridden to the event. Door prizes. Trout fry will all the trimmings.

SCRAMBLES - by Los Gatos M.C. for Men only, no womens class. You must have folding foot pegs and three number plates and all AMA safety regulations. AMA sanctioned. Sign-up opens 8:30 am, and closes 11:00 am. Practice 9 to 11 am. Class "C" tires. Refreshments and lots of good trophies. Held at Fremont Drag Strip just off Durham Road, Fremont, Calif.

TT SCRAMBLES - by Taft M.C. at Taft. AMA sanctioned. Practice 9 am, Sign-up closes 10:30, race at 11 am. Man mile trophy and others given at race. Food & refreshments available. 1/4 mile West of Maricopa. Dist. 36A Rules.

ENSENADA GRAND PRIX - International TT-Scrambles brings on the big bores with classes for 500cc through Open. Fifth race of the day will be 3-lap sweepstakes for all class winners (1st & 2nd place). If two or more sidehacks enter, they will be the first race on Sunday.

WEDNESDAY, OCT. 12th.

ACA SHORT TRACK - Orange County Speedway. Pit gate opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 & 250cc classes. Located off the San Diego Fwy. south of Tustin, across from El Toro Air Station.

THURSDAY, OCT. 13th.

ACA SHORT TRACK - South Gate Speedway. Pit gates open 6:00 pm, racing starts 8:00 pm. 50, 100 & 250cc professional events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 14th.

CLASS C 1/2 MILE FLAT TRACK - Weekly event at Ascot Park, 183rd St. and Vermont, Gardena, Calif.

SATURDAY, OCTOBER 15th

NITE TOURIST TROPHY RACE - AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

CLASS C TT - Hayward Speedway. Practice at 6:00 p.m., racing at 8:00 p.m. Hayward, Calif.

CLASS C 1/2 MILE FLAT TRACK - Altamont Speedway, P.O. Box 1042, Livermore, Calif.

SUNDAY, OCTOBER 16th

TT SCRAMBLES - by Hayward M.C. at Hayward, California.

SCRAMBLES - by Fort Sutter M.C. at Sacramento, California.

POKER RUN - by Masterlinks M.C. at Hanford, California.

SCRAMBLES - by Sprockets M.C. at Bakersfield, California.

DON'T FORGET . . .
October 8 & 9, See you in Ensenada!

See page 14 for entry blank.

POKER RUN - by California Eagle's M.C. Scenic tour of less than 100 miles. No freeway riding - any size invited. Start 8-9:30 am. Norm Reeves 15745 Lakewood Blvd. Dress competition by R.R.C. rules, family games, special award for outriders.

WEDNESDAY, OCT. 19th.

ACA SHORT TRACK - Orange County Speedway. Pit gate opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 & 250cc classes. Located off the San Diego Fwy. south of Tustin across from El Toro Air Station.

THURSDAY, OCT. 20th.

ACA SHORT TRACK - South Gate Speedway. Pit gates open 6:00 pm, racing starts 8:00 p.m. 50, 100 & 250cc professional events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 21st.

CLASS C 1/2 MILE FLAT TRACK - Weekly event at Ascot Park, 183rd St. and Vermont, Gardena, Calif.

SATURDAY, OCTOBER 22nd

NITE TOURIST TROPHY RACE - AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

NITE TOURIST TROPHY RACE - AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

CLASS C 1/2 MILE FLAT TRACK - Altamont Speedway, P.O. Box 1042, Livermore, Calif.

SUNDAY, OCTOBER 23rd

SCRAMBLES - by Golden Bears M.C. at Manteca, California.

SCRAMBLES - by South County M.C. at Uvas Dam, California.

FALL TIRE CLIMB - by Blue Barons M.C. For information, write 3312 North Plain Road, Vancouver, Washington.

ROAD ENDURO - by Washington '99' M.C. For info., write: P.O. Box 623, Seattle, Washington.

WEDNESDAY, OCT. 26th.

ACA SHORT TRACK - Orange County Speedway. Pit gate opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 & 250cc classes. Located off the San Diego Fwy. south of Tustin, across from El Toro Air Station.

THURSDAY, OCT. 27th.

ACA SHORT TRACK - South Gate Speedway. Pit gate opens 6:00 pm, racing starts 8:00 pm. 50, 100 & 250cc professional Class A events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 28th.

CLASS C FLAT TRACK - Ascot Park. Weekly 1/2 mile show at 183rd St. and Vermont, Gardena, Calif. Practice at 6:00 p.m., racing at 8:15 p.m.

SATURDAY, OCT. 29th.

CLASS C TT - Hayward Speedway. Practice at 6:00 p.m., racing at 8:00 p.m. Hayward, Calif.

CLASS C 1/2 MILE FLAT TRACK - Altamont Speedway, P.O. Box 1042, Livermore, Calif.

HOPETOWN MOTO CROSS \$2,000 CASH PURSE - Entries closed for 8th Annual Dirt Diggers Hopetown Moto Cross. Entry fee: \$7.00 until this date. Post entry fee: \$100.00. Lightweights will be Nov. 19, Big Bore Nov. 20. P.O. Box 2513, Culver City, Calif.

SUNDAY, OCTOBER 30th

BOYS CLUB BENEFIT RUN - by Tacoma Yellow Jackets M.C. For info, write: 1918 S. G St., Tacoma, Washington.

TT SCRAMBLES - Hi-Boots M.C. at Dehesa Track near El Cajon, Calif. Practice 10 am, Racing at Noon.

SCRAMBLES - North Bay M.C. at Santa Rosa, California.

SPORTSMAN HILL CLIMB - by 1st Reveliers at Bakersfield, Calif.

GET ALL THE FUN OUT OF YOUR MOTORCYCLE INVESTMENT -- GO FOR A RIDE SOMEWHERE, PARTICIPATE IN A TOUR, ATTEND A COMPETITION EVENT LISTED HERE.

Suzuki stars at Cotati

Report and Photos
by George Martin

Sunday's road races at Cotati raceway in Northern California were notable mostly because of the steamroller approach of Suzuki to west coast racing.

Suzuki's once-invincible 50 and 125cc grand prix racers are getting dusted off regularly in Europe this season, and perhaps the factory (or US Suzuki Corp.) is trying to drag in some of that good publicity closer to home.

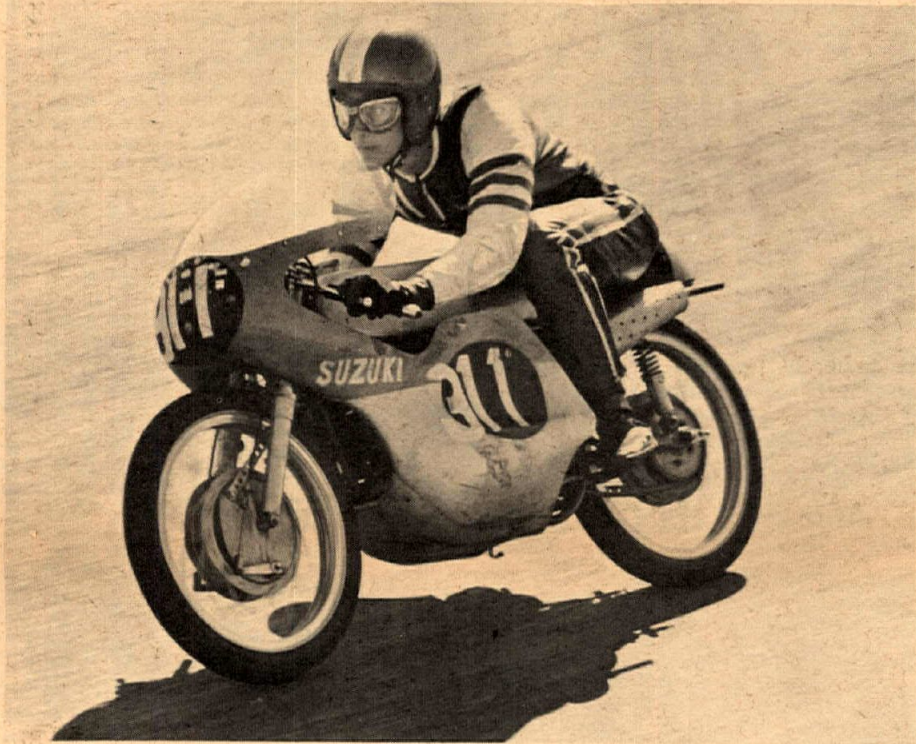
At any rate, the Suzuki pit was overflowing with blue and white speedsters, including works 50 and 125 machines and a prototype production racer with an X-6 based engine which may be sold as a competitor to Yamaha's rapid TD1-series bikes.

The prototype 250 has a frame patterned after the works machines, and an engine which externally at least, looks much like an X-6. What's inside is anyone's guess.

Before the race one AFM member quoted Ron Grant, who was to ride the new machine, as saying it wasn't quite as quick as the Team Cutlass-Howard Motors X-6.

After winning the 250cc race handily, Grant was asked how the bike ran.

Walt Fulton on his way to victory. Factory racer uses 8 speed gearbox, revs to nearly 20,000



ARTESIA POKER RUN from 1

direction until it arrived in Laguna Beach on Laguna Canyon Road.

Your correspondent rode for quite some distance between check points #1 and #2 with the Rainbows M/C. I must admit; I was impressed. Their display of road riding safety and highway courtesy was par excellence.

From Laguna Beach, the cyclists swung to the North for a seven-mile ride on Pacific Coast Highway along the sparkling blue Pacific Ocean. Turning right on MacArthur Blvd., the ocean was left behind as we journeyed a staggered route toward the finish at Artesia Park. Riders were informed to be on the look out for a secret check point some where between Laguna Beach and the finish. This check point was quite a distance from the one in Laguna Beach, and as riders met along the way the typical question was, "Have y'a seen the check point?" A few miles from the finish the check point loomed ahead. It was well marked and many riders were relieved to know they hadn't missed it. The speedometers were read here and a reading of 82222 was worth a \$10.00 gift certificate.

The participants were welcomed

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"Well," he said, "it's not quite as quick as—" then he broke off and then resumed with a sort of smile: "It did go pretty well in the race, didn't it?" He was right. It did.

50cc Grand Prix

The AFM has divided the 50cc class into two divisions: I for machines with 5 and over gears, and II for four-speed machines. At Cotati both ran together with the 100cc GP tossed in for good measure.

Haruo Koshino leaped into first place on lap one and stayed there until the end. He was followed by Walt Fulton III of Orange on another Suzuki, then Reg Pridmore on a Honda S-90 GP machine and Merv Wright of El Sobrante on a CR110 Honda.

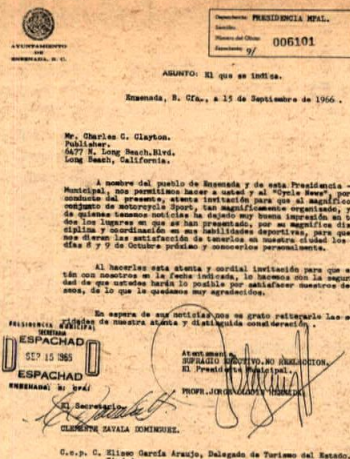
125cc & 175cc Grand Prix

Steve McLaughlin of Covina rounded turn one first on his twin cam Honda in this event, but by lap two it was again a Suzuki show. Walt Fulton took the lead and was never headed. McLaughlin held sec-

(Continued on page 6)

at Artesia Park with a European Bean Feast. "What is that?", you ask. Well, this much I'll tell you. It's a 200-year-old secret Portuguese recipe, combining beans and sausage with a delightful kiss of secret herbs. (They had a lot of secrets didn't they?) "Well, was it good?", you say. Pardon a few quotes:

ENSENADA GRAND PRIX AND POKER RUN from front page



Above: Official welcome from Mayor of Ensenada. Right, his Honor, the Mayor. vention of motorcycle sportsmen" coming to his city. Ensenada is a prosperous fishing and shipping center 65 miles south of the border in the Mexican state of Baja Calif.

At a time when motorcycle events are being cancelled elsewhere in the U.S. because of sabotage by "the element", it is a distinct pleasure to make the acquaintance of a city official who knows the score like Mayor Hermida does. He is aware that Tecate and San Luis have suffered mischief at the hands of the element, but the new Mayor wants to help motorcycling erase the black eye through which we are sometimes viewed by giving us the support we need to offset it.

"T'was great!", "I loved 'em!", "Fantastic". "What is it?", "How 'da ya' make em?". If you really want to know what a European Bean Feast is, the best thing for you to do is plan on attending the Artesia Motor Jockeys' 11th Annual Poker Run.

After receiving beans and punch or coffee, the cyclists found plenty of sheltered tables in the park, but many preferred to spread their blankets and eat and chit-chat on the grass. After the last rider had eaten his last bean and all had consumed so much of the delicious punch (not a secret recipe) that they had room for no more; it was time for the trophy presentation. The first two awards were gift certificates. Linda Wallace earned her \$5. gift certificate for guessing closest to the correct number of beans in a jar, and Billy Seagyoers earned his for the best poker hand speedometer reading. Big Daddy, of the Rebel Rousers, was a little disappointed because there was no trophy for the newest bike. He was riding a brand spanking new '67 Electra Glide. It really didn't matter though; how could anyone with a shining new motorcycle be anything but exuberant?



ATASCADERO RAMBLERS M/C. INC.

PRESENTS

AMA Sanctioned Sportsman
Shorttrack & Scrambles
1st Annual Benefit for Atascadero
Youth Baseball

ATASCADERO SPEEDWAY

Oct. 1st - Sat. Nite
"SHORT TRACK"

250cc & under - Sign up 5 to 7 p.m.
Race at 8 p.m. - Must have 3 clear
No. plates. AMA & Dist. 36A Rules

Sunday Oct. 2nd "Scrambles"
All Classes will Run

Sign-up 9 a.m. to 12 noon SHARP
First race 1 p.m. - Program will not be
SPLIT
SWEEPSTAKE TROPHY
350cc and over
Judging done both events for
RIDERS PARADE - Trophy given Sun.
Oct. 2nd for Best looking Competition
Rider and Machine

2 Trophies for Road Riders
Sunday Oct. 2nd

Club Man Mile and Best Dressed
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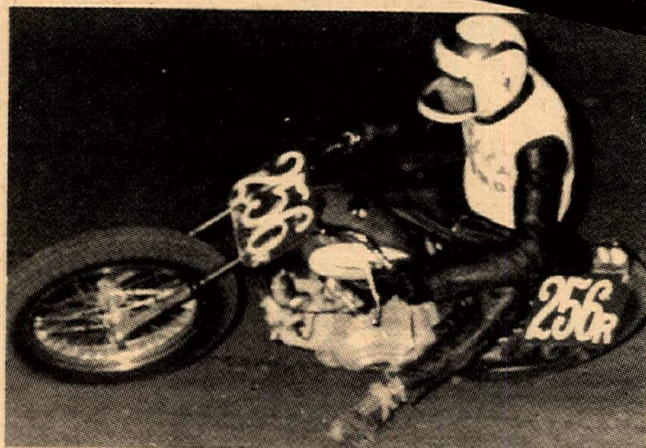
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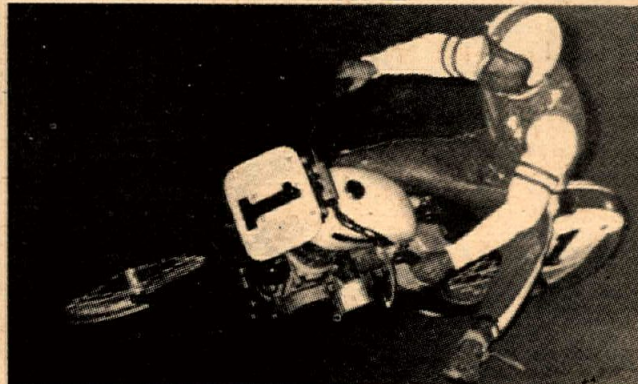
Southern Calif. H-D Dealer Assoc.

Ascot Park - AMA Half-Mile
Friday, Sept. 16th.

EXPERT MAIN EVENT

1st BART MARKEL

and Harley-Davidson
NATIONAL #1



Dealer Show at Disneyland

—Business was a Pleasure Thanks to MDN

It's always fair weather when good guys get together and last Tuesday, Wednesday and Thursday in the plush Disneyland facilities, rented by Motorcycle Dealer News the climate was positively charged! Good timing on the part of co-promoters Bill Bagnall and Larry Hester, publishers of MDN, resulted in a vast turnout of industry people from all over the nation. Everyone apparently is becoming quite accustomed to motorcycle shows of late. Order blanks flourished. Following the Silvergate successes in the L.A. Sports Arena, co-sponsored by Cycle World

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Neckbreakers Have to Go!

An Open Letter To Those Responsible:

Who is responsible for the death of 16-year-old Ronald Burris? YOU are! If you had thought of the consequences of shirking your responsibility and then acted as a good citizen should, Ronald Burris would probably be alive today. Stretching chains and cables across enticing trails like spiders' webs to trap the unwary, landlords have fairly festooned the west with neckbreakers. They are guilty, but YOU are responsible.

You failed to bring the hazards to public attention. If you knew that a man was putting out poison meat in your neighborhood you would have acted to save your dogs. You would have complained to the police, I hope. Yet you will not act to save the lives of people, fellow riders, by reporting similar conditions when they threaten the lives of motorcyclists.

I wonder, sometimes, is it because you are ashamed to be a cycle rider? If that's it I recommend you "swear off" motorcycling for a year or two and decide if it's really worth preserving.

Are you proud to be a cycle rider but afraid to raise your voice in defense of your life? Then buddy, save this copy of Cycle News and show it when anyone questions your right to pursue happiness on your motorcycle in this nation, which guarantees its citizens a right to life and liberty as well.

Young Burris is not the first cycle rider to take it in the neck because of your neglect, but will he be the last? His tragedy was listed as "accidental" and another black mark goes on cycling's safety record. Don't you think this slaughter should be labeled as what it is, as crime?

Like Viet Nameese booby traps the chain barrier is nearly invisible, cunningly simple to erect, and highly effective at killing motorcycle riders. Astonishingly, the killing has escaped the notice of the law. Landowners who put up these nuisances know they cannot keep motorcycle riders and horses out. It is simple to ride around or lift the chain and ride under. But they are gambling that the rider will not see the chain in time to stop, hoping he will at least take a spill. "And let that be a lesson to trespassers."

Well, we have been very forgiving of those who "trespass against us" all these years. Isn't it time they showed a little mercy? A mother's grief is too high a penalty for a child's error.

What could you do about it if you wanted to? You can at least danger-mark the hazards you find, as Burris' family did after the tragedy... Tie your handkerchief (or anything visible) to every neckbreaker you see. Your warnings may be removed. If so, report it to Cycle News, we beg you. Although it is "legal" to leave such hazards unmarked, we feel it is definitely criminal to defy efforts to place warnings.

If you feel moved by the loss of Ron Burris, write to your political representatives, asking them to propose legislation against hazards such as these.

In a calm frame of mind, contact local property owners and parks departments and ask them to replace their chain gates, pitfalls and other cunning devices with safer barricades. In California, call their attention to the recently enacted trail posting law, which specifies the manner of marking trails that are off limits to vehicles.

Tell your local police of road and trail hazards. If they can't do anything about them, find out why.

It is high time that we motorcycle riders wake up to our responsibilities and get off the defensive if we plan to go on enjoying our sport to a ripe old age. We need many things to lick the rising trend of cycle accidents. Let us first take out the obvious threats to life and limb — the grisly neckbreakers have got to go!

Sincerely,
CHARLES C. CLAYTON
Publisher

magazine, cycle shows are springing up like mushrooms all over the U.S.

Predictably, some businessmen are becoming bored with shows already. "You see the same old people." one

person complained. The majority of those we spoke with like the shows. "You meet so many friends you haven't seen for ages," remarked Nels Nelson, successful Hodaka representative.

FINISH the FUNNY CONTEST

Won by Gary Dougherty

Five dollars and the original drawing of Herman's "unfinished funny" goes to Gary Dougherty of Long Beach, California for supplying the funniest joke line out of 30 entries received in the latest of this series of contests announced two (or was it three?) weeks ago.

Congratulations Gary! Your prizes are on their way to you. To all the readers who helped us finish the funny, thank you very much. Running a close second with Gary's entry was this by Richard E. Bauks: "Oops! A few of the other lines that gave the Cycle News staff a laugh are listed below.

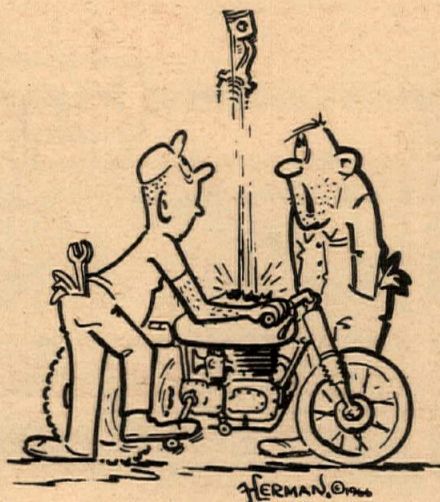
"I knew I left something out—the rod bearing!" — Don Coach.

"One kick bike huh?" — Joe Flore.

"I'll be danged Clem." — Kenneth Preston

"Sorry chief." — Robert L. Pritchard

A new contest will soon be announced so find some way to exercise your funny bone and be prepared to win a real original ink and paper drawing and five dollars in the coin of the realm.



"Maybe a shorter stroke would help?"

...by Gary Dougherty

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On tap for the near future are shows in the Long Beach Arena, combined with semi-professional races, two shows in the South San Francisco area and a Portland, Oregon spectacular. In addition there are the annual fairs, car shows and even the Cycle Action Theater, where the industry leaders bring their wares.

A look at my crystal ball reveals a growing trend toward combining commercial cycle displays with other attractions, much in the way newspapers mix ads with features to delight the audience and soften the sell. Movies, races and who-knows-what-all will provide the drawing card at future shows. But we trust there will always be an MDN show for industry people only, where nearly every face is familiar and the orders "flow like wine."

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BIG SUR WEEKEND



By Jim Mann

There may be other ways, but getting to know California by bike must be the best. Being new to California, I first got my feet wet by packing myself, my wife and my camping equipment aboard the BMW and striking out north towards Big Sur with the notion of looking for the Loners MC. Just the day before I had seen a brief article in Cycle News saying that they would be spending the Labor Day weekend at Lime Kiln Creek.

We headed out the Pacific Coast Highway on a bright and sunny Saturday afternoon but soon ran into fog and chilly weather. That night we camped at Pismo Beach late so had to spread our sleeping bags on a childrens playground. We thought the little monsters would never go back to their own camps and to bed. Later that night, two more cyclists in the same situation pulled in, so we shared our playground with them. The next morning everything was soaked by the fog. We couldn't even light newspaper to start a fire for coffee and breakfast. And so we had to give up and make a quick stop at a cafe.

As we rode on towards Big Sur the fog opened up occasionally to big patches of blue sky and sunshine. As we reached the Big Sur area, however, the fog moved in again, but this time we were too pre-occupied by its effects to be cold. There was the road ahead of us and behind us. To one side was the rock wall of the mountains and on the other was a milky white sea of fog. Below the fog we could hear the surf as it broke on the rocks. As the fog lifted some we gave way to the sensation of swooping around endless turns. With the fog and the mountains, one could well imagine himself astride a racer in the Isle of Man TT.

When we came to Lime Kiln Creek, we were informed that all the motorcycles had left. Somewhat disheartened, we rode back down the road to a combination cafe and filling station to have lunch and decide what we should do. We were just about to head out for Pfeiffer Big Sur State Park when I walked a person who, by the subtle hints of his dusty Cycle News T-shirt, wedgies and helmet under his arm, we could tell was a cyclist just off the trails. As it turned out, he was one of the Loners and the camp hadn't dissolved at all. Everyone had merely either gone trail riding or hiking. We were cordially invited to join in for the rest of the weekend, and we readily accepted.

Back at the camp we were first greeted by one unlucky fellow who had managed to pull the top off the carburetor on his mount and subsequently went bouncing off across the boulders. The result of this was a broken arm. He was being an awfully good sport about it though, and he sure wasn't going to let it spoil

DRAGS from front page

racing took place before the winner could claim his trophy and cash. The number of 3 entries in "A" division forced the flipping of coins to determine an odd man and give one the privilege of making a single run. Leo Payne won the toss and the twin engine Triumphs lined up for the first run.

The bikes were towed down the strip and turned about, facing the starting line to tow for a start. As the tow cars reached a speed of 30 mph or better, both riders cast off and dropped their clutches and the engines broke into stuttering roars as as they caught and tried to clear their cold, nitro-filled cylinders.

When they turned again in the staging area to approach the starting line the engines were cleared and sounded in tune for a great race. Perry reached

the weekend for him or anyone else.

I don't hesitate to say that the Loners my wife and I met that day are among the most pleasant if disorganized, people we have ever met. Of course, I suppose that would be natural since they were all cycle enthusiasts. I might add the Loners are proud to claim the world's record for being the most disorganized club in the world.

We spent that afternoon attempting to swim in an unbelievably cold ocean. Afterwards we took a "hot" bath in a mountain stream-the same one we used to keep our "goodies" cold.

That evening was singularly pleasant, being spent around a glowing campfire amid a protective circling of tall pines with the stream bubbling by not ten feet away.

The next morning, and the last day of the outing, we all thought it would be a capital idea to take a hike up Lime Kiln Creek. Legend has it that there were still lime kilns at the head of the canyon. We never did find the lime kilns, but the scenery we saw is impossible to describe in any worthy manner. There were places where the canyon would widen and quiet, crystal clear pools would form. Ferns and moss grew everywhere and moss hung from the trees. At the head of the pool would be a small waterfall or a series of waterfalls three and four feet high.

Eventually we had to turn back and leave all this as we still had to pack and go home. The next day meant back to work for everyone.

Back at camp we enjoyed one more friendly meal and then proceeded to pack. As we departed for homes, it was sad to say good-bye to Big Sur, for this weekend was now the past. But there will be many more, and California and we will get to know each other better.

the line first and was staged while Jim Cook was still moving forward. The starter did not notice Jim's position and started the lights on the way to green too soon. Perry smoked off the line while Jim watched him leave. In a vain effort to catch up the throttle of M & C's "Frustration" was turned full on and the Avon Slick's billows of rubbersmoke helped show the effort that both engines were making. Perry and Scottys "Stage-fright" took the win turning in a low ten-second time.

Leo Payne fired without trouble and made a single of 10.38 elapsed time at a speed of 144.00 miles per hour. Perry and Scotty changed their

(Continued on page 10)

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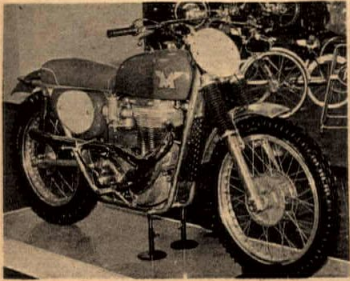
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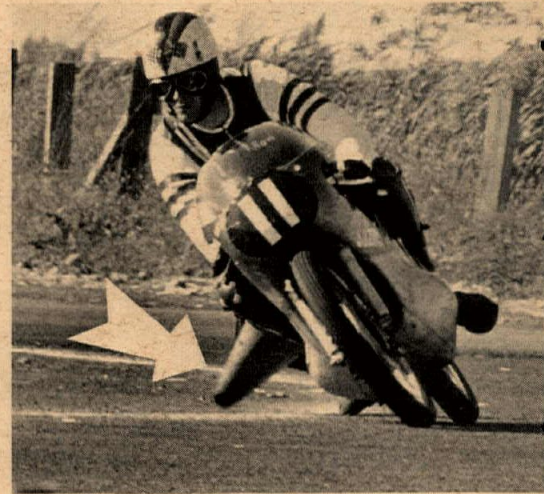
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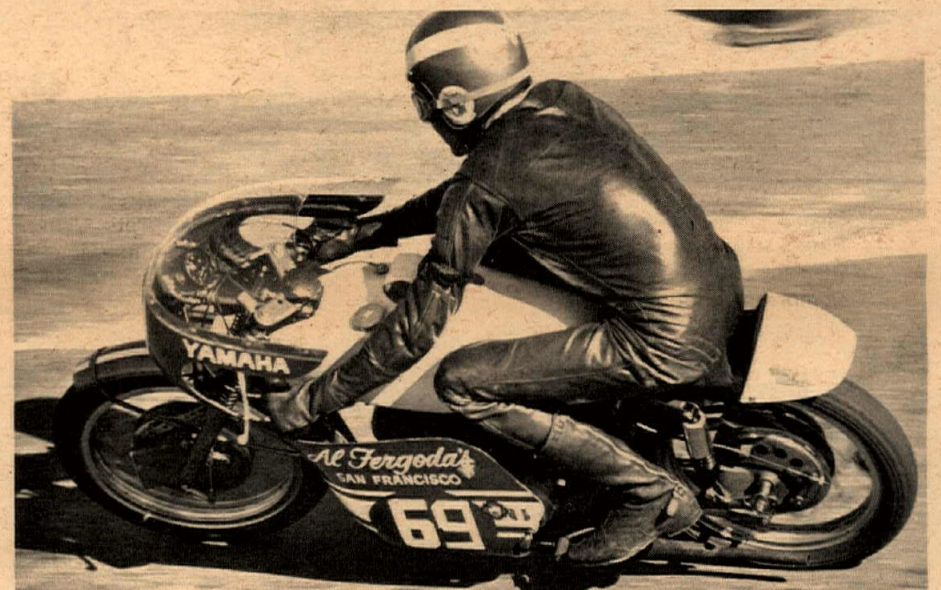
Reg Pridmore (711) pilots Honda S-90 past unidentified competitor. Pridmore also won the Sidecar event.



Dave Bostrom fights to keep open class lead.



Ron Grant sent the pylon flying. Next lap he spilled.



Bill Boyd races in pursuit of Ron Grant.

and with Rich Raschke third on a Honda and Neal Penney (Honda) of Reno fourth.

250cc Grand Prix

The 250cc heat race had provided the fans with the most exciting dice of the day, a lap-after-lap scrap between Ron Grant on the prototype Suzuki and Bill Boyd of San Francisco on a very fleet TD1-C. Boyd was making his first California appearance after a season of racing in England.

Grant had come out on top in the heat race, but it had been a close thing. In the final, however, he had things a bit better. Boyd was back there, all right, but at a more respectable distance. Behind Boyd was Koshino, this time on an X-6 based racer, and fourth in the official results was Dick Kilgroe of Hayward on the Howard Motors sponsored Team Cutlass Suzuki. (Ahead of Kilgroe on the track but not appearing in the results was Walt Fulton. At press time we were unable to contact the AFM, but Fulton was probably riding a 125cc works racer for "no points.")

350cc Grand Prix

The 350cc AFM class is pretty much the private preserve of bored-out Super Hawks, using Precision Machining or Webco 350 kits. Sunday's race was an exception though, as the apple cart was knocked helter-skelter by another Suzuki — Grant on the factory 125.

Grant won, but Honda-mounted Dave Burchards protested and after a friendly discussion it was agreed to award the money to Grant, but the class championship points to Burchards.

500cc and Open Grand Prix

As the big bikes lined up on the starting grid Grant once again brought the little Suzuki out to do battle.

Fourth on lap one, he passed one man by lap two, got around Triumph 650-mounted Tom Steele by lap three and began chasing leader Dave Bostrom's Triumph.

On lap seven, Grant was less than three bike lengths behind Bostrom when he saw the leader go wide on turn six.

"I thought to myself, 'Here's where I get him,'" Grant said later, telling how he threw the little bike low into the turn.

Only then did Ron discover the reason Bostrom had gone wide — oil on the pavement. Rider and machine did a delicate ballet across the track and Dick Kilgroe (Honda) and Al Whitney (Manx Norton) who were having their own private battle zipped past. Unhurt, Grant remounted and worked his way into third place at the finish.

Production Events

Art Baumann of San Francisco won the 250 production race on an X-6 Suzuki, but was disqualified on protest for bump starting. New winner was Gerry Long (Yamaha) of San Francisco. Georganne Muhlberg continued her domination of the 100cc class on her stock Yamaha.

Open GP winner Bostrom rode an Ossa to victory in the 175 production class. Hondas ridden by Ken Hickman and Vic Manvelli respectively won the 350 and 500cc production races. Phil Bennett's Triumph 650 was winner in the open.

(Results on page 16)

BSA 1967 VICTOR

New for 67' Dual Seat, Passenger Footpegs & rail, Quick Detach Rear Wheel identical to 654cc Hornet Strobe Light Timing



441 VICTOR

Specifications

Engine: Single cylinder, air cooled, light alloy construction
Bore x stroke: 79mm x 90mm
Displacement: 441cc (26.9 cu. in.)
Compression ratio: 9.5 to 1
Gearbox: 4 speed with footchange
1st gear — 2.64 (final — 14.21)
2nd gear — 1.64 (final — 8.85)
3rd gear — 1.24 (final — 6.65)
4th gear — 1.00 (final — 5.36)
Clutch: Multiple disc (four friction plates)
Engine x clutch ratio: 2.07 to 1

Cam design: High torque
Carburetion: One 30mm Amal sports carburetor
Ignition: AC magneto
Horsepower: 34
Electrical system: Direct lighting — no battery
Exhaust system: Hi flow/sport muffler
Gearbox sprocket: 17T
Rearwheel sprocket: 49T (5/8 pitch chain)
Wheelbase: 53"
Overall length: 81 1/2"
Ground clearance: 8"
Seat height: 32"

Seat style: Dual racing
Weight: 288 lbs.
Side stand: Standard equipment
Engine guard: Standard equipment
Handlebar: Hi-western design
Wheels: Front — WM2 x 19
Rear — WM3 x 18
Tires: Front — 3.25 x 19 Dunlop K70
Rear — 4.00 x 18 Dunlop K70
Brakes: Front and rear — 7" dia. x 1 1/8" wide
Gas tank: Light aluminum alloy — 2 gallon — quick fill cap
Oil tank: Rubber mounted — 2 quarts

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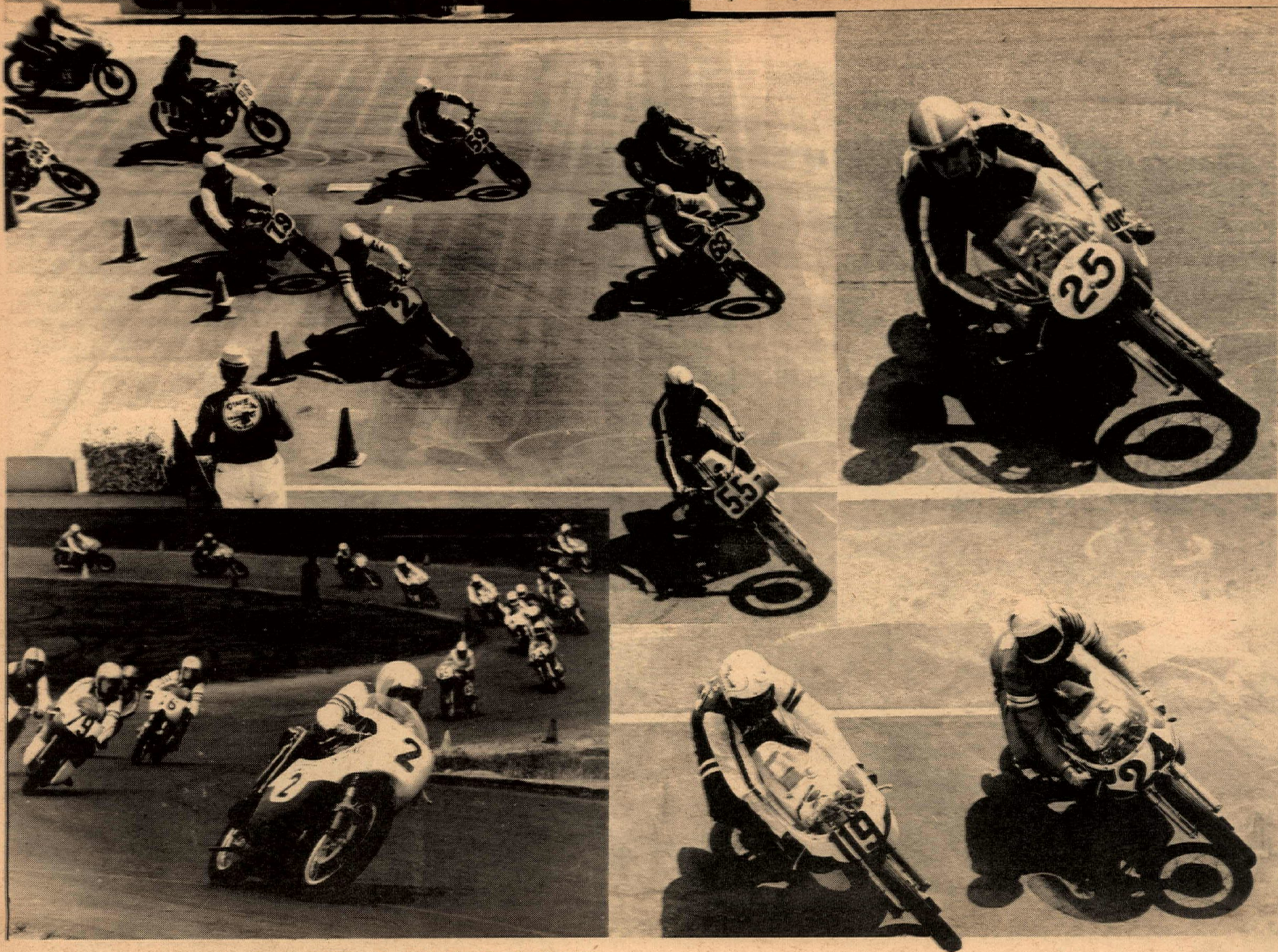
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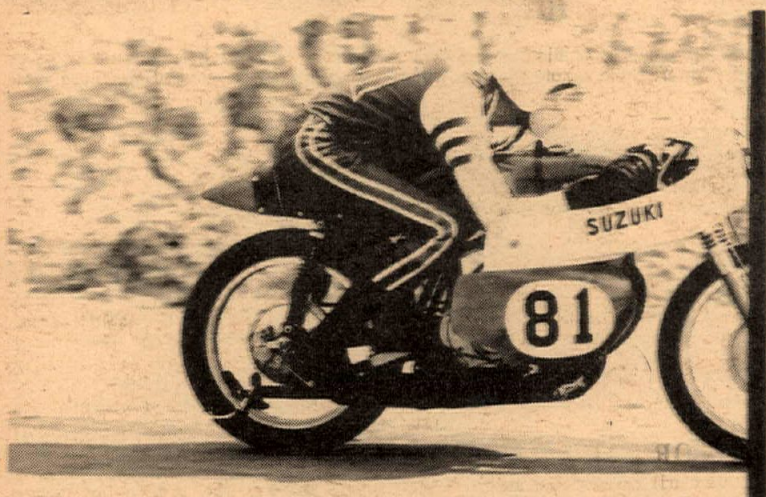
CARLSBAD RACEWAY

Galaxy of AMA stars seen above was photographed by Dennis Greene from the hoist and gondola provided by Webco, Inc. Double winner Rayborn is (25).

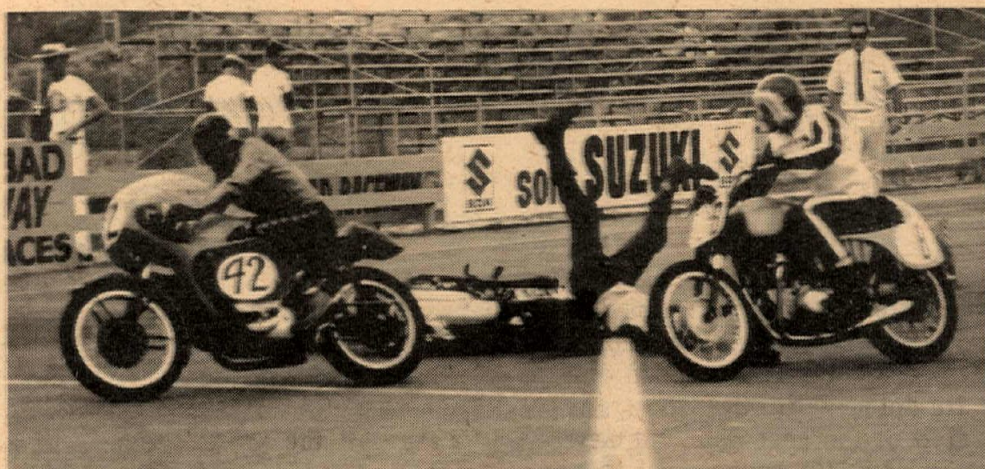


Led by Dick Mann on the disc-brake Suzuki, the 250cc Experts head for the Carlsbad hills. Number 79 is Buddy Elmore.

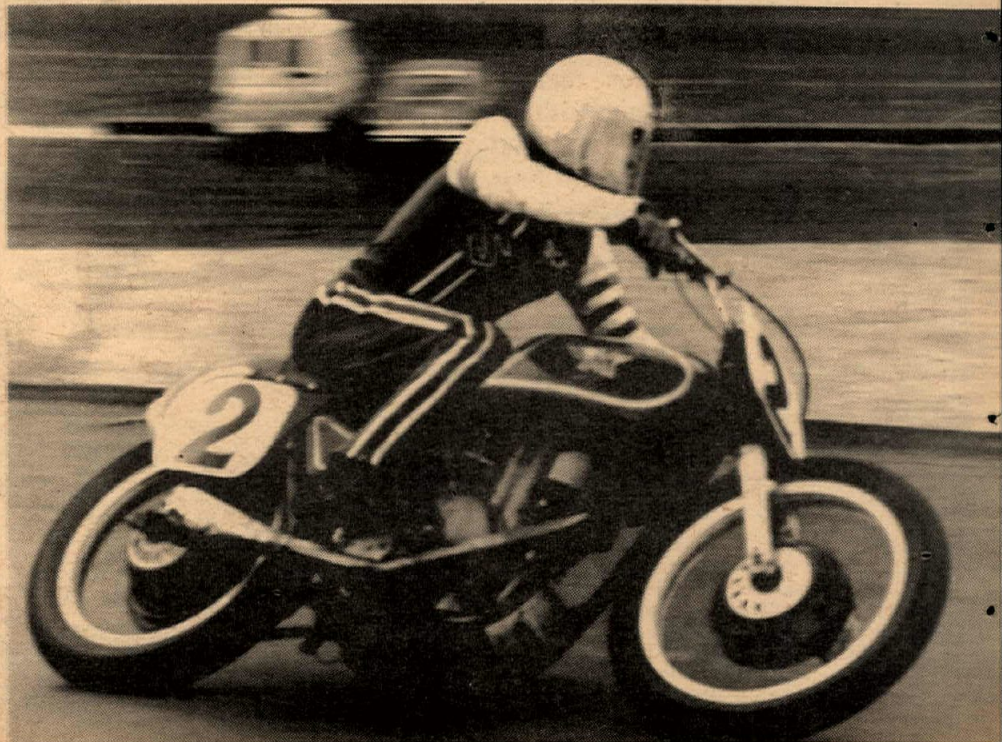
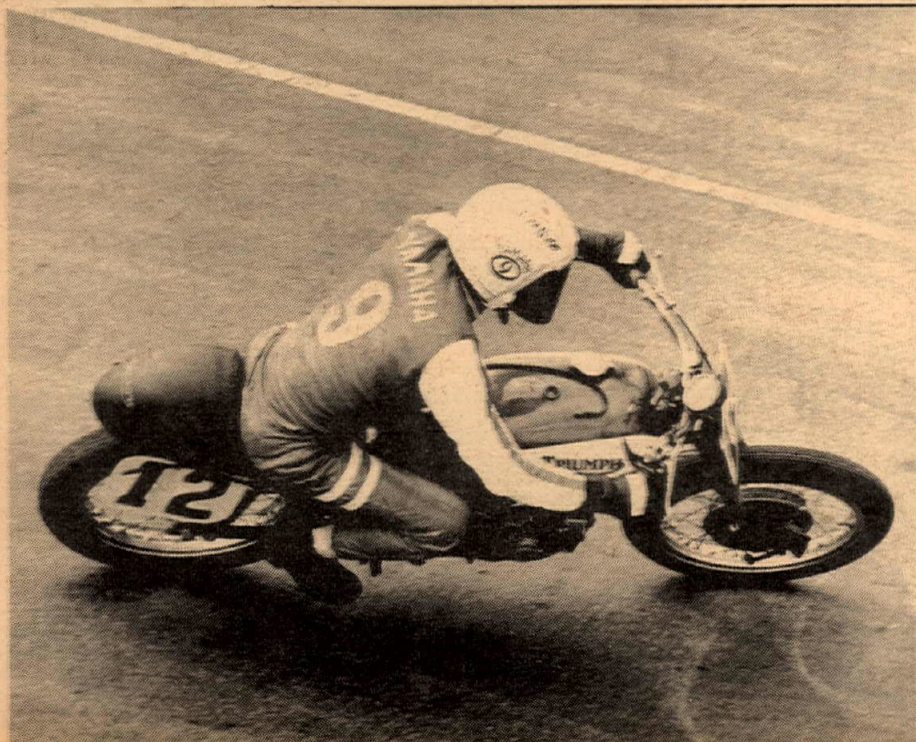
Lee Wehrman and Phil Hawk (near as we can tell) motor past a rider who has paused for some calisthenics. Some numbers were changed for this race to aid scorers and confuse caption writers.

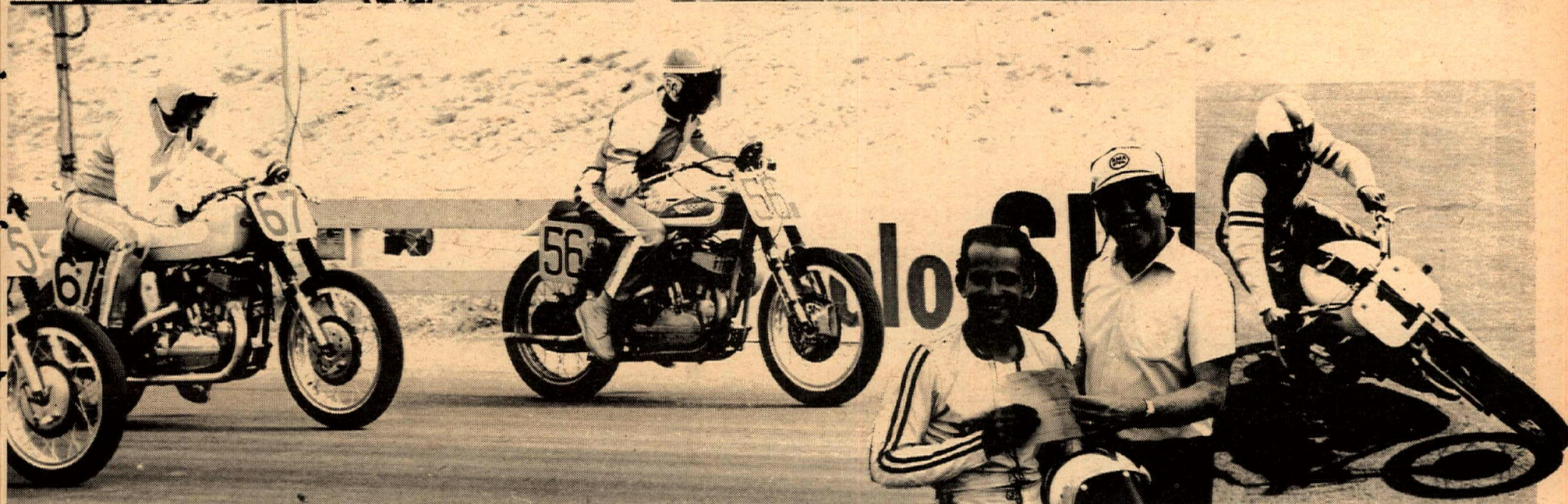
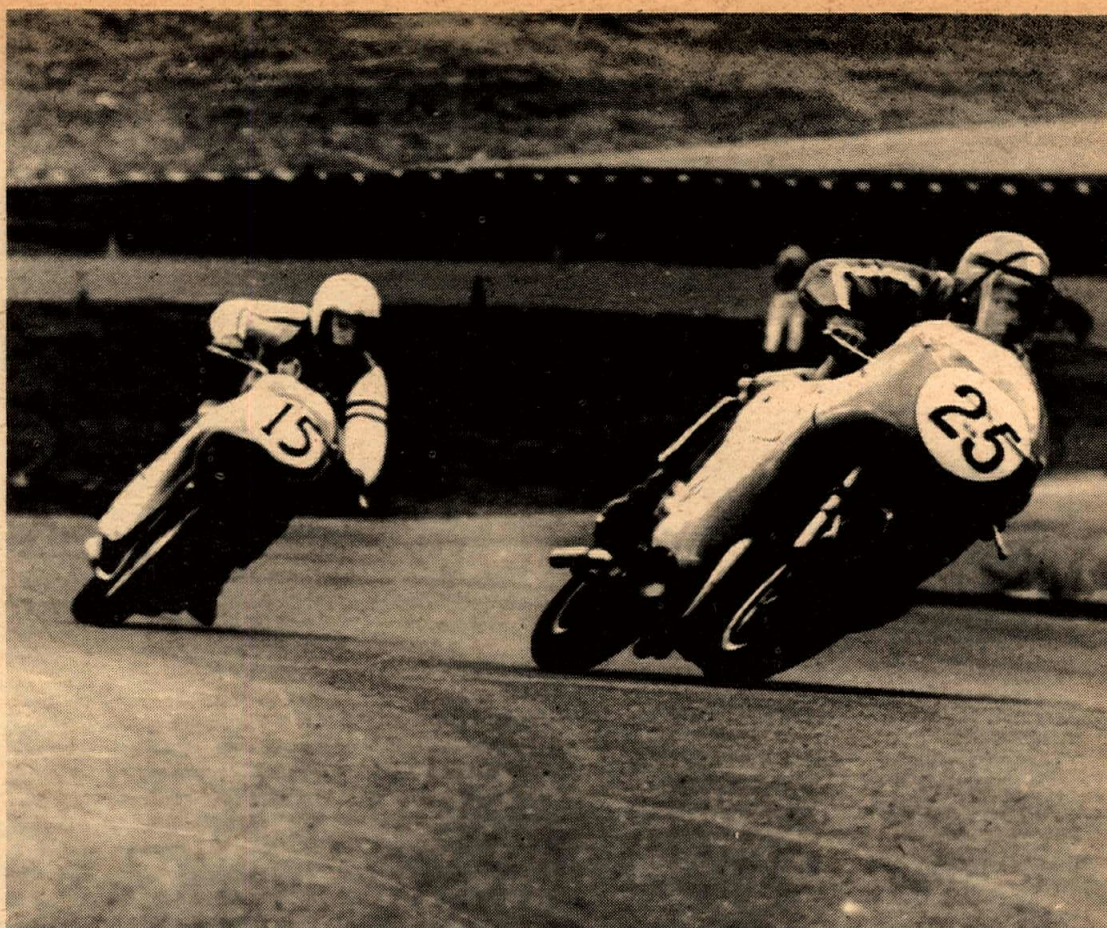


Ron Grant trails his brake pedal after smacking fence.



Below: Gary Nixon, left, rode the ex-Eddie Mulder bike to second place (numberplates were changed after practice). Right, Dick (Bugsy) Mann brought his tired and true Matchless from Hawaii for the race





Top left: Splendid spectacle abounds as riders head up the rise to "Wheelie Hill". Top right: Cal Rayborn, Number 25, hasn't time to put his foot down in this curve, being closely pursued as he is by Ralph White. Above left: Gerry Seguin (56) has power in hand for the Amateur main. Here he leads right from the start. Center: Gary Nixon accepts check for 2nd place Carlsbad winnings from grinning AMA official Pete Colman. And last, but not least, Bark Markel.

CARLSBAD NATIONAL STORY:

Photos by Dennis Greene and James Brammer. Aerial views courtesy Webco, Inc.

CAL COLLECTS A CROWN

THE CLAN GATHERED in large numbers to see Cal Rayborn win his first national championship last Sunday at Carlsbad Raceway. For Rayborn it seemed like another race as he has yet to lose a big bike road race at the Carlsbad track in four times out.

He did make it interesting, however. Rayborn broke a cam gear at the start of the heat race and never made a lap. All the broken teeth were found and a replacement was inserted in time for him to line up in 25th position for the big one.

He was eighth at the end of the first lap and snatched the lead from Gary Nixon halfway through lap eight. From then on it was a two rider duel with reverse results from the recent Des Moines National, with Nixon running about ten seconds behind most of the way.

It was Triumph's first loss of the year in national road racing and H-D's first pavement win in 1966.

While Rayborn's pit crew was working on the big Harley, Cal was busy with the Sprint, snowing under the lightweight 250cc field in the 25 lap feature for the small bombs.

He let Nixon and Dick Hammer lead the first three laps before taking over and running away to win by a whopping 33 seconds!

It was the last meeting of the year between H-D, Yamaha and Suzuki. All three had their full teams out in force. Dick Mann won the fastest heat for Suzuki with Nixon winning the second heat for Yamaha.

Hammer held a fairly close second to Rayborn until he unloaded on the 10th lap, moving Ron Grant to second. Grant held off repeated challenges by Mann until the 16th lap when he cornered too

hot and nicked the fence, breaking off the rear brake connector. Grant still rode a good one to finish third with Mann moving up to second and giving Suzuki two of the top three finish positions.

BAD DAY FOR BART

It was a bad day all around for national champ Bart Markel. He fell off

on the second lap in the lightweight final and then was forced to the pits in national with condenser problems while running well within the top ten.

Chris Draayer had a solid third in the national final and points to move into third in the national standings until his engine quit on the 41st lap. Mulder still holds third in the points but never showed up for the race.

Hammer had his ups and downs, also. He fell off in the 250 race but got back up to finish in 8th place. It was a different story in the national with Dick dueling Draayer for third when the gear-box locked and pitched him down with no return this time.

It was a safe day for racing with the only really hard spill coming in the 250cc heat race when Don Vesco hit hard on the uphill backstretch but did manage to get up and walk away—much later.

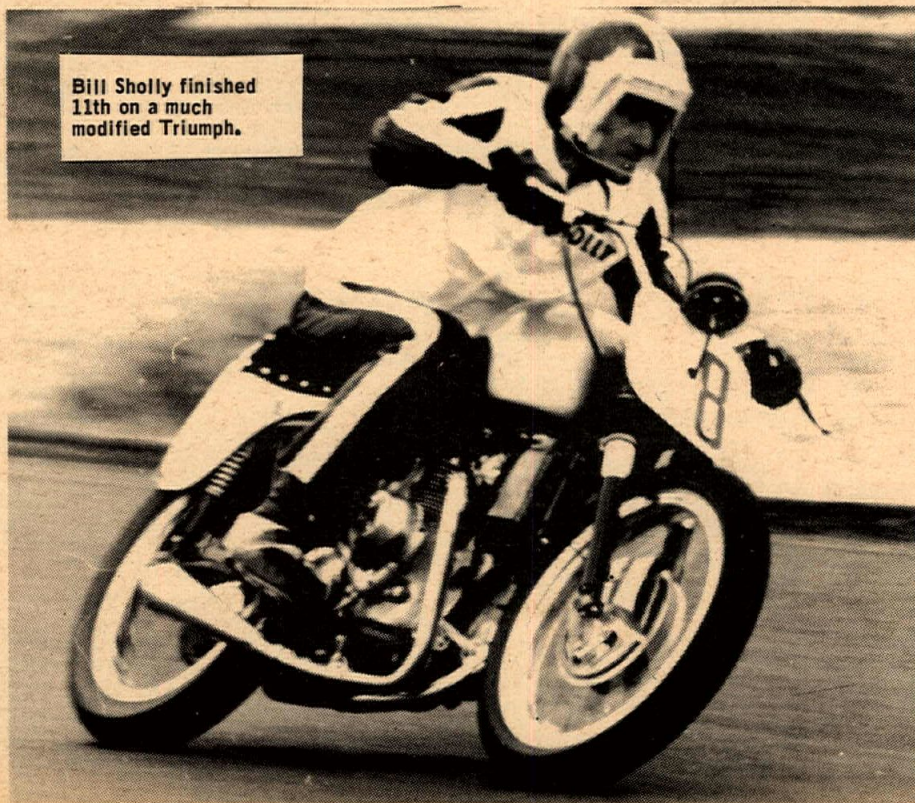
AMATEUR TO SEGWIN

The Amateur event was won easily by Gerry Seguin who has been looking for the big one for five years. He raced to victory in both the heat and final to capture his first win at a national.

The race was for second all the way in this one with Dick Hayes bird-dogging John Fishburn for the position. They were tied together until the next to last lap when Hayes crashed hard and fast. Denver's Warren Flickinger then moved up to take third with Fishburn on his BSA breaking the H-D win chain.

It was the opinion of co-promoters J.C. Agajanian and Sandy Belond that all was satisfactory at the first California National road race since 1954 and Carlsbad will again be the sight of the national in 1967. Add one more big one to the trend that is fast finding nationals leaving the east and heading west.

(Results on page 16)



Bill Sholly finished 11th on a much modified Triumph.

DRAGS from page 5

oil and refueled for the next race which placed them against Payne.

When P & S towed for the start, "Stagefright" had a case of its name-sake and would not fire. Leo Payne made a single run for the victory.

Since both "Flustration" and "Stagefright" had one loss each they were matched together for the next round which would retire one or the other from the competition.

SPUT - SPUT... CRASH

As the tow vehicles gathered speed Perry held on for that extra few mph that would help avoid a loss from not starting. There were only some vague sputters from Perry. The thought of a last chance held Perry too long for he crossed the starting line at too high a speed and the dead end of the staging area was right there. The rear wheel brake of "Stagefright" was locked in a vain effort at an immediate stop. A Harley-Davidson was parked in the staging area and was struck by the double which then went over on its side and came to a halt. Fortunately Perry Prentice was not hurt and neither machine was badly damaged. Perry later regathered his shattered nerves and was heard to quip "I wanted to get those Harley-Davidsons one way or another."

In fifteen minutes Murray & Cook and Leo Payne were ready for what could be the final race as M & C had one loss and if Leo could "do it to them" it would be all over. Both bikes fired without difficulties and were staged without delay. The light turned green and smoke rolled from each lane in a beautiful start. Leo took a line not quite the shortest distance between two points with a side-

winder movement. Cook ran straight and true to the finish lights and won the round, which left one more race to decide the winner of "A" division.

Again a perfect start, with Triumph and Harley engines revving insults to each other, but the riders were silent and staring hard at the starting lights. Green! It was that quick and Leo Payne's reflexes got the message first. The race was as close as it was quick with Leo Payne reaching the finish lights for division Victory, turning 10 seconds flat at a speed of 144.23 miles per hour.

Leo Payne carefully placed the trophy in his car and left the following morning for home, Cedar Rapids, Iowa and a racing tour of the East Coast. Leo will return to California next February. Until then we will wonder, can ANYONE defeat this Harley-Davidson champion next time?

"FIVE"

Five machines traveled the five hundred miles from Calif., to Arizona and returned with five division championships.

Arizona motorcycle drag racers that turn elapsed times ranging from 10.50 seconds to 14 seconds have a new respect for California machines as there were two Triumphs, two Harleys and one Yamaha that defeated all (as if there was any) competition for divisions B thru F for the Arizona Championship trophies and prize money. Bob Ebeling, Triumph; Sonny Raslawski, Harley; M. Disharoon, Harley; Willie Butler, Triumph; Bob Braverman, Yamaha; all retain the Arizona victory banner and will meet any challenges that the desert dwellers of Arizonamay offer in the future.

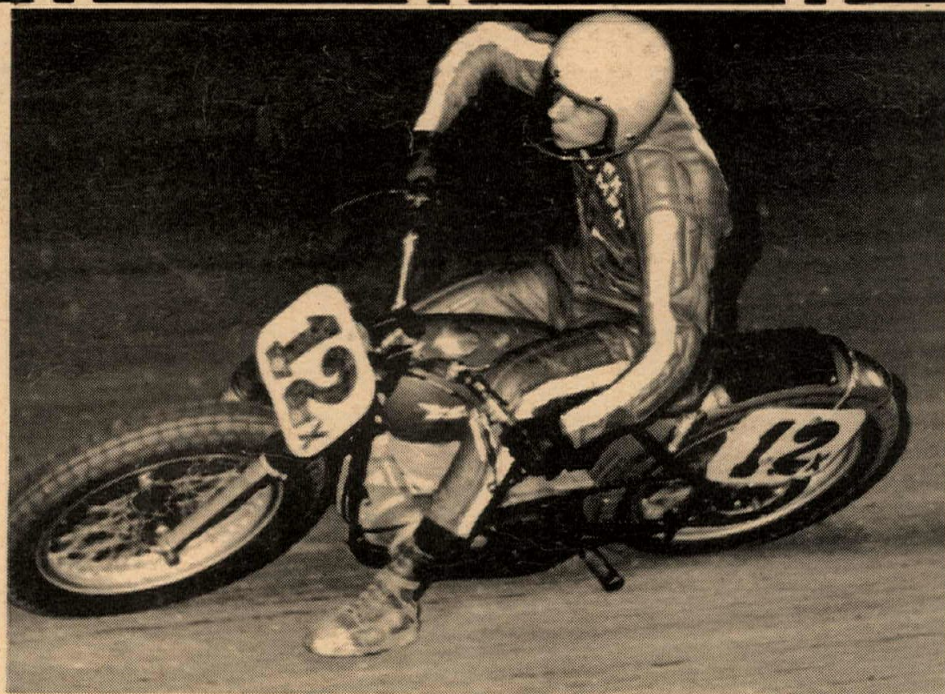
The quickest Arizona champion was Hugo Be Jeon and his Suzuki. Hugo waded through a heavy field of competition for the "G" division victory turning an elapsed time of 14.35 at 86.00 mph.

The balance of divisions were all retained by "Arizona's own" in this order: "H" Rick Bingham, Harley;

"I" Robert Razabek, Suzuki; "J" Mike Mercer, Triumph; "K" Regan Wilson, Honda, Speeds and elapsed times of these new champions can be seen in the results section. Each raced hard to gain the victory banner.

Your correspondent is pleased to see that Arizona dealers are on the

(Continued on next page)



ASCOT continued from front page

of the national opener, only more so. Romero put the skids on Tanner's short-lived win streak to take the event with the Flea in second and Blackie Bruce taking third. The final spot was a near triple dead head finish with Dick Hammer getting the nod over Paul Conserriere and Gary Nixon. They crossed the line in tandem.

One would guess that the main event would not have as much to offer but it was one of the best ever seen. Romero powered by with Markel right



Top: Ron Kruseman did it again in the Amateur class and took over the point lead. Above: Novice winner Larry Pruett.

Banking off the Wall

Lap six saw Markel, again working his way to the higher than high groove and taking the lead. From then on it was a riding display of Markel off the cashwall and Romero on the low groove. Every lap the grandstands shrieked as if they thought Bart would never make it.

Markel pulled away in the late laps to win his fourth main event since 1960 at Ascot and remain the only out-of-stater to ever defeat the locals. They will all be back again next week to do it all over again.

Surprises kept coming in the Amateur class when Ron Kruseman came from third to blow off Randy Say and Shorty Seaborn to win the main event for only the second time this year. He also took the point lead for the first time as previous leader Casper Grief again failed to qualify for the Amateur final.

For the second week in a row Larry Pruett was the big noise in the novice division and again scored the sweep to run his undefeated string to five straight with another turn-back ride in the final over point leader Marty MacDonald who again finished second.

Mike Tedder lost his machine in the opening laps and Danny Reed cart-wheeled over the top of it. Reed walked away but Tedder took the ambulance ride.

It was another bad night for Sam Tanner. Second in the heat race, no dash ride, a second row start in the final and a distant fifth place finish. Maybe it was just a breather after taking home the Eight-Mile National title, trophy and over a thousand bucks the week before.

Above: Markel at left is superimposed to show the line he took defeating such stars as (77) Chris Draayer and (37) Mel Lacher. Bart is the undisputed billiard champ of Ascot.

behind on the opening lap and the duel was on between the freshman and the senior.

RESULTS

15 Lap Expert Final:
Bart Markel H-D
Gene Romero Tri
Chris Draayer H-D
Dan Haaby BSA
Sammy Tanner BSA
Chuck Jones BSA
Elliott Schultz Enf

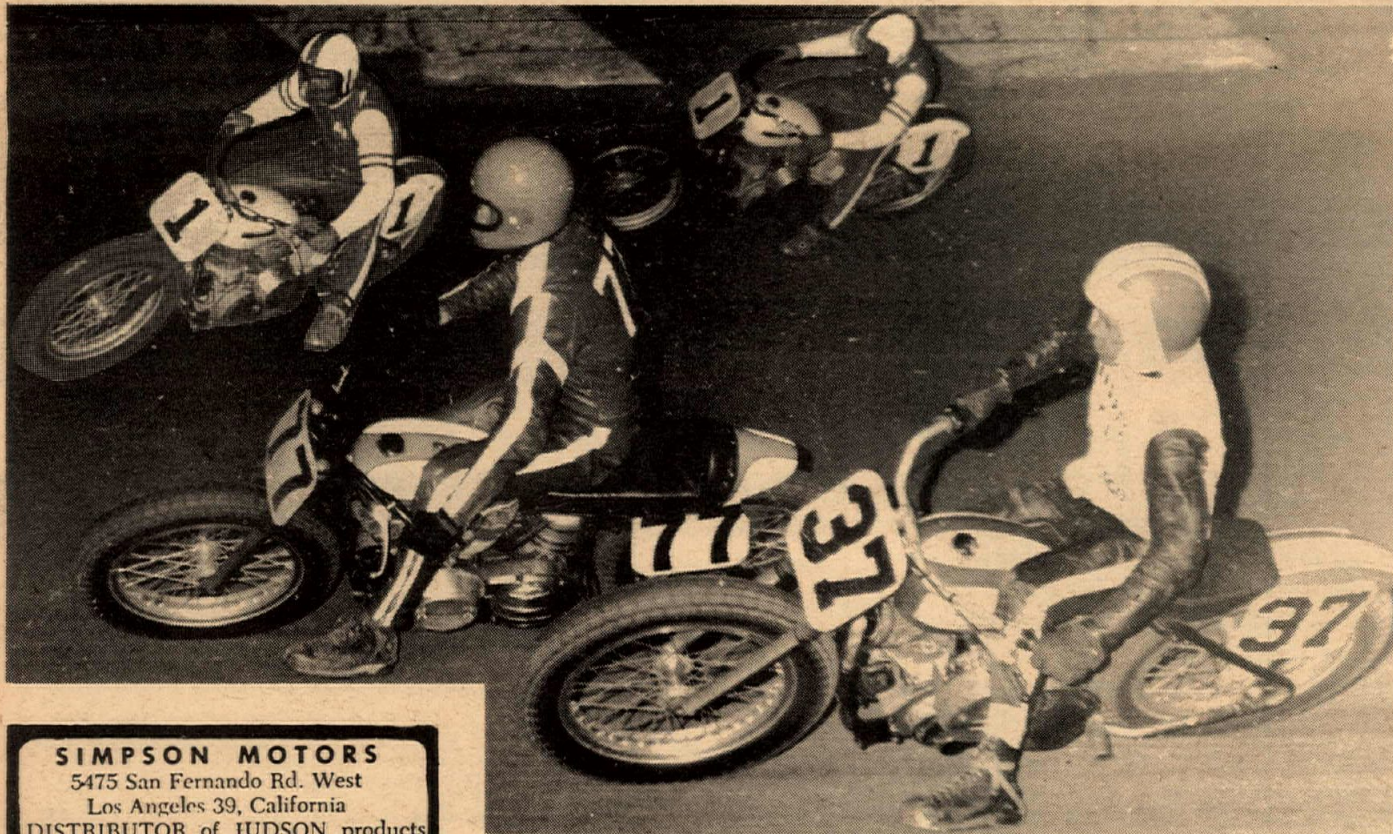
Al Gunter
Ralph White
Fred Nix

Mat
BSA
H-D

10 Lap Amateur
Ron Kruseman BSA
Randy Say BSA
Shorty Seaborn BSA
Dwayne Keeter BSA
Jim Berry BSA
John Carter BSA
Bert Ershig BSA
Pete Bodette H-D

8 Lap Novice Final:
Larry Pruett Yam
Marty MacDonald H-D
Phil Todd Hon
Gary Waldo H-D
Mike Morrissey Bul
Len Earl H-D
Monte Dennett Suz
John Taylor Yam
Dick Fox Yam
Don Roberts Yam
Dan Reed Enf
Mike Tedder Yam

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the lead all the way to the finish. Haaby edged in for his second dash decision of the season.

Prior to the dash, all riders were given one test lap, that is all but Ralph White who only made it to the first turn before he took another of his familiar "Headers". He came back for the official race and ran fourth.

Due to the large amount of expert entries four heat races, instead of three, were run. Only the first four from each heat transferred to the final or semi-final.

The opening heat was a near repeat

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sponsorship wagon and to give them recognition for their contribution to drag racing. B & D Cycle of Tucson was Rick Bingham's sponsor and Sunny Slope Honda helped Regan Wilson score the "K" division championship.

California's victorious machines were also helped in this way; Bob Ebeling by Webco and Willie Butler by Revto Mfg. Inc., Sonny Raslawski by Oxnard, Harley-Davidson. Even if you lost it takes help just to be a competitor and Walt (Harry?) Foster gave his aid to Perry and Scotty while Foothill Cycle Center was with Murray & Cook. Thank you all for your help, from competitors who ran and spectators who watched it happen.

IRWINDALE

All of the weekends racing was not out of state, thanks to Bruce Millers ability to substitute as Cycle Director when either Willie Butler or myself are off on a racing date. If it were not for nice people like Bruce, we would not be "State Champions".

Don McEvoy took the top fuel victory at Irwindale Raceway at an amazing speed and elapsed time considering all that occurred. Don took his bike to the strip minus a rider and drafted John Hughes to do the handling. While John went home for his leathers, Don grew impatient and placed Don Harris on the riders pillion. Harris had time for one run before John returned and was so impressed by the acceleration that he shut off the lights, assuming he had already reached them. When John Hughes arrived he climbed aboard and prepared for a third gear run. The clutch was popped and smoke rolled from the slick until fourth gear was reached and the shift made. Suddenly there was silence for John had to shut off. The Triumphs tappet block broke and the engine was destroyed. Even though the breakage occurred at the eighth mile mark, an elapsed time of 11.35 and speed of 119 mph was recorded.

Laidlaw Harley-Davidson sent Joe Smith to Irwindale with a well prepared machine to establish the first half of a new strip record. Joe turned a speed of 126.93 mph and that will be an official A gas record if it is backed up to within 2 per cent.

In the elimination for top gas Len Jasmins 30.50 Triumph took the honors with Bob Michaels as the rider. Bob Michaels and Joe Smith staged for the race and Joe drew a red light which gave the cash purse to Len and Bob. The 30.50 Triumph turned 13.31 E.T. and 98.79 mph.

Six class winners were in the race for top street bike money and in the final round Vince Rowles and Suzuki took the honors. Vince was staged against Tony Dodge and his Triumph Bonneville that had won its class turning 13.06 E.T. and 105.75 miles per hour. It looked like a sure thing for Tony but that terrible red light turned the tables. Vince Rowles won topstreet turning 14.03 at 91.83.

COMING ATTRACTIONS

NORMAL FRIDAY & SATURDAY PROGRAM'S AT LIONS AND IRWINDALE, WITH SPECIAL MATCH RACE SATURDAY BETWEEN BOB EBELING'S TRIUMPH AND PALAMIDES JET DRAGSTER. IT MAY NOT BE CLOSE BUT IT WILL BE HOT!

(Results on page 16)

Following are two versions of the same event, written by two of our good correspondents. Although each has different opinions of the race's success, we leave it to the reader to decide which to agree with.

Otay Was Okay!

Class C TT at Mesa was a Gas!

By Bill Pettigrew

Mesa Speedway is nestled in the patchwork of farmland located a few miles from the growing metropolis of San Diego, California. Many enthusiasts in the motorcycle world don't seem to find it worth their while to trudge many miles to watch an event. Mesa Speedway is a breath of fresh air. The newly gone-over speedway is now one of the fastest tracks around, and some say THE fastest.

On September 11th, many well-known riders showed up at Otay Mesa Class C TT. — Cal Rayborn, Travis Patton, Jack Simmons, and Bill Silverthorn to name a few. Although everything promised a beautiful day for riders and spectators, the lack of fans spoiled it for the management. This did not spoil it for anyone else though and a very good day of racing ensued.

After practice laps were over, one could hear many riders exclaiming how fast the track was and how they enjoyed it. The management decided to run TT and flat-track too. The first heat race for the 250cc's was a fast-fast flat track event. The next heat was a TT event with Montessa mounted Bill Silverthorn taking it away from Cal Rayborn on his H-D Sprint. Cal came through in the Main after Bill Silverthorn took a hard fall on turn one.

Jack Simmons and Travis Patton provided action in the Open class. Jack sported a beautiful Norton Metisse that really got up and whumped. Jack took an early lead in the open TT with Travis right on his tail. A little trouble with traction made Jack lose out on an S-turn in the middle of the course and Travis took over. Jack, in the dust of the whole pack began working his way back up the ladder and had passed everyone except for Travis in four laps. It was at this crucial point in the



Jack Simmons was not to be denied his win on the big Norton Metisse.

exciting race that Travis' primary chain "done busted" and Jack took the lead to the end. At conclusion of the race it was announced over the PA system that Travis had been hitting around 107 MPH as he entered turn one on the south side of the track. If Travis was really pulling that speed, what was Jack doing on his Norton, he was pulling Travis?

Action in the Main Event caught a terrific race between the duo again. Jack managed to out-power Travis and take the lead. Travis again managed to snap his primary chain and that ended his no-money day. Jack went on to take the lead and managed to lap everyone at least once to take the First Place laurels in the Open Class.

Jack Simmons took home \$60 for his troubles (there weren't any). Bill Silverthorn took home some dough as did Cal Rayborn. There was also a jump contest in which Travis traveled a nifty 54 feet to take First and a trophy. Travis also did ten wheelies for the exuberant crowd and collected a dollar a wheelie from the management. All-in-all the day was perfect in racing and

weather. Cool breezes made the day a comfortable one. The crowd got to see top riders in different types of action and their overall reaction seemed evident as all were in smiles.

Mesa Speedway has a lot of potential and all it will take to make it a success is the support of the spectators. If you want to see a track that's going to pull top riders and see them on one of the fastest courses in the west, then attend the next Mesa Speedway event. You won't be disappointed.

MESA WAS A MESS

By Matt Randy

Ray Alcaraz promoted his first class "C" event at Mesa Speedway located south of San Diego, east of Chula Vista and just north of Tijuana Mexico. This is to help all of those poor lost souls who have yet to find the Speedway. Since they were vastly confused due to his faulty advertising and posters. However amidst this utter chaos there were two bright rays of sunshine the track was in beautiful shape excluding the dust pall and Mr. H.L. Gunn District Referee, although somewhat hampered by new volunteer officials and the "Sweet Sixteen" riders who showed, put on a dazzling display for the two to three hundred spectators, as they defied the elements and sought glory plus the winner's share of the One Star Purse.

Due to the limited number of riders appearing, Mr. Gunn instituted a special race. A half-mile and a TT which ended up pleasing spectator and rider alike.

The half-mile event was won by no other than Cal "Sluggo" Rayborn called King of Carlsbad. Mr. Rayborn dislikes being called this due to the fact that it is not so. He says "Anybody can win at Carlsbad". Second place was taken by Vaughn Helm Yamaha mounted and we wonder if he has a "bread route", if he does he could be the fastest Helmsman around. Third place went to Grumbler Grant Brown local Class "C" Expert riding a Honda.

The TT portion of the program was captured by Jack "Stupendous" Simmons on his new Metisse framed 750cc Norton Atlas. Believe it, Jack resembled Sherman's march to the sea through Georgia, leaving a trail of devastated hearts and broken machines behind. As local hero Travis Patton was plagued with difficulties and never finished.

Second place went to George "Speedy" Stirber on his potent Triumph. All agreed he looked like the happiest man on the track with his finish.

Third place was taken by the East San Diego College Casanova Fred Bevan aboard his trembling terror Triumph. This machine has such terrible power that Fred has to keep a stern hand on the throttle and only release the energy in instantaneous bursts. Immediately shutting down his power plant following this tense dramatic instant.

John "Heads-up" Headland following his dramatic start, nipped fourth position.

More Class "C" Events are planned in the future on this beautiful new track. Watch Cycle News for the dates in its Calendar of Events.

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CAL RAYBORN

SEGUIN TAKES AMATEUR

RIDING HARLEY- DAVIDSON KR

TIME. 18 minutes-57.13 seconds

Other HARLEY-DAVIDSON Winners in Main Event

3rd-Flickinger

4th-Patterson

5th-Bodette

6th-Lacher

CAL RAYBURN WINS TWO

**CARLSBAD 75 MILE NATIONAL AND
250CC AMATEUR-EXPERT EVENT - SEPT 18TH
HARLEY-DAVIDSON MOUNTED**

NATIONAL..One hour-2minutes-33..45 seconds

AMATEUR-EXPERT! 30 minutes-30..39 seconds

Other HARLEY-DAVIDSON Winners in National

Third-Mert Lawwill

Fourth-Roger Reiman



GERRY SEGUIN

DON'T MISS THIS ONE !!!

1st Annual Grand Prix and Motorcycle tour to Ensenada, Mexico. Tour begins Saturday a.m. at International Border, (Tijuana side). Races Saturday and Sunday. Two days and a night of fiesta for riders and racers alike.

Mail to: Box 498, Long Beach, Calif.

POKER RUN ENTRY BLANK

Please enter me as a participant in the First Annual Grand Prix Motorcycle Tour to Ensenada, Baja, Calif. and send all information to:

NAME _____ age _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

MOTORCYCLE BRAND _____ cc _____ YEAR _____

\$2.00 ENTRY FEE ENCLOSED (One person per entry blank, Please)

I understand that acceptance of my entry entitles me to a chance at winning trophies in the poker run. Free camping facilities, free entry in beauty contest and spectator admission to the Grand Prix races both days. I hereby certify that the machine I ride meets present Calif. State Highway requirements and I will ride it in a conservative manner while in Mexico. I also hereby agree to hold the promoters, sponsors and endorsers of this event blameless in case of any injury to myself or my property. And I agree to obey the laws of Mexico.

SIGNED _____ DATE _____
(Use ink or ball point. No pencil.)

MAIL ENTRY DEADLINE: SEPTEMBER 30, 1966 Midnight

ONE FOR THE MONEY

Right now, while you think about it, put \$2 in an envelope and send it with your pre-entry in the First Annual Grand Prix Motorcycle tour.

TWO FOR THE SHOW

Then go out and tell your friend about it. Riding a cycle is alot more fun when you have a friend along. She'll thrill to the roaring races, the bike beauty contest will dazzle her... She'll ride with you in the parade... take her on the town Saturday night....!

THREE TO GET READY

First, send off your pre-entry. Then make sure your cycle is ready. Make hotel or motel reservations early by writing Viajes Monfort, 545 1st Street, Ensenada, Baja Calif., Mexico. Enclose a check for \$5 or \$10 and request (in English) the accommodations you want. Don't worry, this is a Government Agency. Your money is safe. If you'd rather camp on the private beach we've reserved for you, bring your own camping gear. It wouldn't hurt to get a 3-day visa from your local Mexico Embassy or travel office. Then you can explore below Ensenada... visit the bufadora (blowhole), see picturesque fishing village of Santo Tomas.

AND FOUR TO GO!

We'll meet you at the border in Tijuana on Saturday, Oct 8 starting at 9 a.m. through 2 p.m. Ensenada Welcomes you. Avoid delay... Enter today!



Mike Chamberlain charged to third place Open Am.



Kirk McDowell (2x) shuts the gate on Dale Smith. plate (won as an Amateur last year), always shakes up the gang in that class as he is a real charger to say the least. John Heynemann made a great showing to take third over-all, managing to beat out first place man James E. Hunter in one moto.

Other good tales and bad tales for the day included one about a motocross rider visiting here from England, Maurice Arden, who was out having a blast aboard a Montesa. Talking with him afterwards he admitted that he had had a great time at Prado. Bill Blakeslee his host, and I, told him we were sorry that his visit hadn't coincided with the running of an Irvine Park or Corriganville. Those tracks would have made him feel more at home!

The Open Experts (and all of us) were glad to see Bill Riley back in action again after being considerably under-the-weather for a while. In his heat, Bill took on Larry Wilborn who has developed into the current tiger of that class, but Bill got a little catty-wampus after the jump and Larry won the heat. In the main, with Riley really hauling down the straight, the timing gear stripped, putting Bill off the track at a considerable rate of speed. But his luck held and he didn't drop it. Larry Wilborn mounted on C.H. Wheat's "rabbit-chasing-cow-trailing" Triumph, took over first place to win with a really good ride.

(Results on page 16)

4 ACES HOST A PRADO FULL HOUSE

By Maureen Lee

Below: Sidehacks thrilled, but his Velocette failed to place. Right: Eulene Long (foreground) practices her racing skills against the men. When will So. Cal. have a ladies' class, we wonder? Bottom: Bultaco distrib. Yerkes tries out a new one, the 100cc Lobito. And that's a lotta Bul!

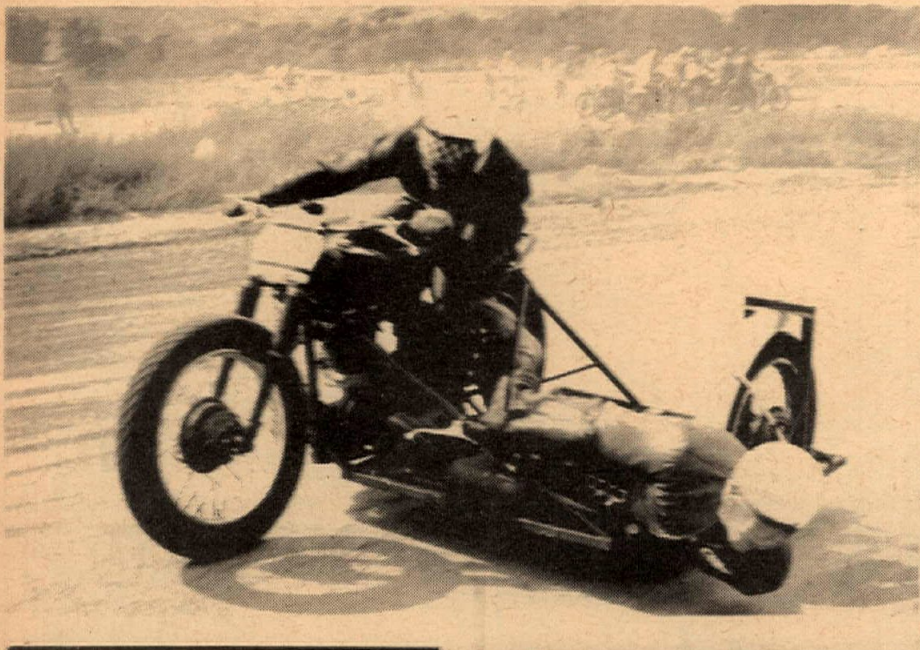
The 4-Aces, host club at Prado Park Sunday, welcomed a nice turnout of 275 competition riders with a track surface that is becoming increasingly harder to ride. Prado is getting so glassy that quite a few riders ended their days' racing the hard way - on the ground! We'd like to bet there were quite a few aching riders in District 37 Monday morning!

In the 250 Expert class, a pretty rare thing happened. A protest. It was filed against Dick Brittain, #86 who had wailed on the rest of the troops aboard his Honda. When everything was over, two other riders were protested too. Carl Patrick and his Bultaco and Len Earl on his Harley-Davidson. Bob Hayes of the Competition Committee took charge, and also took fuel samples from the three tanks on his own initiative. If the riders themselves had wished this, it would have cost them an additional \$10 over the initial protest fee. So the results of that event are not official yet. The man who could emerge triumphant is Jeff Runyan on a 200cc Bultaco.

The 100cc Expert class had Doug Yerkes on his new Lobito to contend with. Doug emerged with a 4th over-all, very good considering he was racing against the likes of Kirk McDowell, Dale Smith and David Ham, consistent winners in that class. Doug and "Little Wolf" were finding out just how far you can go before you lose it and then bring it back. The Lobito showed very well for a "stocker". If the new baby Bul's take over in the 100cc class as well as they have in the larger lightweight divisions, we'll have a practically complete domination by the Spanish machines. Maybe they run so well here because Spain used to own California!

The 350cc Amateurs put on a good show, with Tony Simon jumping into the front in the main but with a lot of good racing going on behind him by Jack Coode, Bob Foster and Bob Dean. They staged one of the best mains of the day!

Phil Brown, absent for about three months, returned to the 500 Expert class to take second over-all in motocross heats. Phil, who carries the #4



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NEWS FROM NEVADA

By Reg Sheldrick

Action returned to the Vegas Valley Raceway as the Vegas Valley staged their first track event in a long time. Noticeably absent were the 250 Experts who deserted the meet en masse to ride in California and the 50cc machines for some unknown reason. Young Mike North was the only small bike rider I saw and he blew his clutch on the practice laps.

Matching the twin win by the Slagles last time at the Sunrise Speedway, winning honors went to Gem and Jay Willey and their Bridgestones.

Gem finished first in the Powder Puff holding off the challenge of Peggy Ferguson and Shirley Slagle. Peggy unloaded as she came a little unglued thru the ess' in the final heat. Gem dumped on top of her but the Bridgestone kept running and Gem climbed aboard and finished the heat. Peggy wheeled her scooter in carrying 1/2 the track surface in her hip pockets. Dee Flannery took the 3rd heat as Shirley Slagle who had carb or engine trouble most of the day retired early.

The 90cc Senior race held the sur-

reasons. Can't recall this happening lately, but I'm sure the sponsoring club had good reasons.

The open class riders finished in their cc order. As 650 BSA rider Jasper Fester of Mountain Pass Hill and Gully Riders rode faster than 500cc Keith Nielson BSA and 350cc Tip (not Tony as I reported last Wed.) Sisco on a Honda hobbled home third. The flat tire kid reminded me of my goof on his name in the last report.

Met a very nice young man who was the Pit Steward. He also wanted to make sure I got his name right. I had to ask him often as I kept forgetting it. Roy Capital Cee I believe, oh well, charming fellow and very helpful. A little mixed up though! Had a Greeves on the track after the race and was looking for someone to duel with. Still sitting there when we left, hope he found someone. If not I'll invite him to Sunrise Speedway on Oct. 2nd at noon. By the mail and phone calls plus the interest our riders have noticed in other areas I look forward to 100-150 riders he can run with. Don't forget all you out of towners. Free camp-

CYCLE NEWS SHOWS (ALMOST) ALL!



Felicia Atkins and Betty Hutchinson of the Folies Bergere show at the Tropicana Hotel in Las Vegas are both avid motorcyclists. Here they are, catching up on "the latest" in Cycle News ... which "almost always" shows and tells all.

prise of the day as Jay Willey flashed ahead of 90cc ace Danny Sromalla and showed Danny the way around for a change. Jay had excellent control of his Bridgestone and at time Danny hung in, but Jay wasn't to be caught. Bob Tooley's Yamaha seemed to be perking good but got a third place final finish.

Phil Valenzuela appeared the only casualty of the day. I believe he got a couple of broken toes or ?? seemed to be favoring his left foot.

The 250 Novice honors went to Danny Sromalla! After much looking, Dan has managed to get a bigger mount through the courtesy of Herb Hill. Herb, the local Greeves dealer, dealt out a 250 Greeves and Danny cleaned house in the Novice class. Jim Hill, absent from the local scene for a while, grabbed the second spot on a Montessa and Monty Montoya Bultaco took third.

New comer to the local racing scene, Chuck Hatcher, made a good showing in his first time out riding a Bultaco. Chuck shows good promise as a future winner. His best effort came in the final heat as he rode into third place but took the first turn off the jump at the wrong angle and what seemed like too much power and down he went. Settled for a sixth place finish. But! a few days stiffness, a little bench racing and he should show good next time out.

Frank Rayhill joined the pack with his 125 Honda and almost got run into the ground in the last laps of the final heat as the riders bore down on him. The pack swarmed past him like little missiles. Airman Rayhill is due to vacation overseas courtesy of Uncle Sam in December.

Bob Walling, a borrowed engine snuggled in his Bultaco swept his three heats to take the 250 Amateur class, hard pressed at times by Dan Haunett and Shane Ross—both Greeves mounted. Fourth place finisher was Fred Morganstern who wound up getting himself disqualified from the race for various

ing Saturday night at Day Dream Ranch on Warm Springs Road. That's September 30th. Just show up—racers and supporters—tents, bedrolls or blankets. Join the Hayride too! (See Calendar of Events). Our last Hare scrambles winner, Casey Folks, contacted the Road Runners M.C. in Ely, Nevada about local racing.

We were told of a 50 mile Hare and Hound held annually on Labor Day weekend. Casey and a few of the locals drove up to compete.

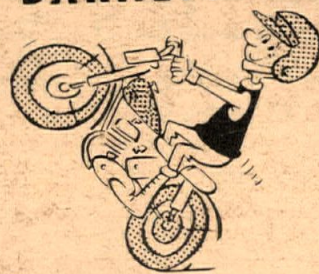
Advertised as a 50 miler, this event far exceeded that. It seemed more like a 75-80 mile enduro to listen to all the riders. Many ran out of gas before reaching the #2 check. One BSA owner clocked 56 miles on his speedometer to check point #2. There were 3 then the pit area. Complaints that came in to me were (among many others) a badly lined trail that led directly into giant sagebrush, a gully that was hard to see, over rocks, schale and many other danger spots that were not marked as dangerous. The local referee told all the riders there would be gas at check #2. Much to the dismay of quite a few riders, including ours, it was all 4 stroke — no mix or oil available. There were, by rough count, 50-60 entries of which only 7-10 finished. Most ran out of gas. Casey Folks came in 1st overall and got the trophy at the finish.

Red Van Bustkirk couldn't find check #3. He rolled into the pits was clued in, raced out to get his check and came in third only to be disqualified. Second place went to Wayne Fordin.

Las Vegas rider Tip Sisco spent almost ten hours sitting out on the trail until a power company truck got him in.

Our guys claim the only glad hand up there was extended by members of the Bee's M.C. of Salt Lake City, Utah, who welcomed them and supplied coffee and drinks after the run. I would like to hear from someone in that area regarding this event if possible — drop me a line at Cycle City, 19 East Wyoming, Las Vegas, Nevada.

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1st 200cc AM. MOTO
1st C. White - BULTACO
2nd L. Hammond - BULTACO

250cc NOV. MAIN
1st R. Durkee - BULTACO
2nd R. Moore - BULTACO

250cc AM. MOTO
1st J. Sprague - BULTACO
2nd K. Sparkman - BULTACO

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Saturday Sept. 24

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GRAND NATIONAL CHAMPIONSHIP POINTS STANDINGS after Carlsbad National

1.	Bart Markel	406
2.	Gary Nixon	336
3.	Eddie Mulder	220
4.	Chris Draayer	190
5.	Sam Tanner	189
6.	Roger Reiman	168
7.	Buddy Elmore	166
8.	Ralph White	149
9.	Cal Rayborn	147
10.	Mert Lawwill	143
11.	Dick Mann	127
12.	George Roeder	117
13.	Gene Romero	102
14.	William Sholly	102
15.	Babe Demay	98

CARLSBAD ROAD RACE NATIONAL 75 Mile National Championship:

TIME: 1 Hour, 2 Min. 33 Sec. :44

1.	Cal Rayborn	H-D
2.	Gary Nixon	Tri
3.	Mert Lawwill	H-D
4.	Roger Reiman	H-D
5.	Dick Mann	Mat
6.	Buddy Elmore	Tri
7.	Skip Van Leeuwen	Tri
8.	Dan Haaby	H-D
9.	Fred Nix	H-D
10.	Ralph White	BSA
11.	Bill Sholly	Tri
12.	Cliff Lamb	H-D
13.	Harlan Bast	Tri
14.	Jess Thomas	Tri
15.	Bruce Holland	Tri
16.	Bart Markel	H-D
17.	Chris Draayer	H-D
18.	Bob Bailey	Tri
19.	Dusty Coppage	Tri
20.	Dick Hammer	Tri

15 LAP AMATEUR BIG BIKE FINAL:

TIME: 18:57:13	
1.	Gerry Seguin H-D
2.	John Fishburn BSA
3.	Warren Flickinger H-D
4.	Lee Patterson H-D
5.	Pete Bodette H-D
6.	Ron Lacher H-D
7.	Bob Skoumal Tri
8.	Dick Hayes H-D
9.	Dick Kilgroe Hon
10.	Tom Hyser BSA

25 LAP LIGHTWEIGHT 250cc FINAL:

TIME: 30:30:39	
1.	Cal Rayborn H-D
2.	Dick Mann Suz
3.	Ron Grant Suz
4.	Buddy Elmore Yam
5.	Dallas Baker Suz
6.	Gary Nixon Yam
7.	Mel Lacher H-D
8.	Dick Hammer Suz
9.	Ralph White Yam
10.	Roger Reiman H-D
11.	Ralph LeClerq Duc
12.	Bill Canfield Suz
13.	Steve Gibson Yam
14.	Buddy Parriott Yam
15.	Dewayne Keeter Mon
16.	Warren Flickinger H-D
17.	Bob Skoumal Bul
18.	Bill Silverthorn Hon
19.	Jerry Mathews Suz
20.	Del Shurley Hon

IRWINDALE Sept. 17, 1966

25-20 BIKES

TOP FUEL: Don McEvoy	11.35-119.00	Tri
TOP GAS: Len Jasmin	13.31- 98.79	Tri
TOP STREET: Vince Rowles	14.03-91.83	Suz

A/F-Ralph Pohl	14.52-100.00	Tri
B/F-Don McEvoy	11.35-119.00	Tri
D/F-Al Gonzenbach	12.26-100.10	Hon

MOUNT GARFIELD CLASS "A" NATIONAL HILL CLIMB

Muskegon, Mich., Aug. 7, 1966

74 CUBIC INCH EVENT	
Glen Kyle, Goshe, Indiana	Vin 8.10
Joe Hemmis, Cumberland, Md.	Tri 8.22
Gordon Mitzel, Elkton, Md.	Ind 8.65
James Snell, Muskegon, Mich.	H-D 8.99
Earl Bowlby, Logan, Ohio	BSA 9.00
Ken Hotton, Woodbridge, Ont.	BSA 9.02
Earl Buck, Hazel Pk, Mich.	BSA 9.71
Duane Nealen, Northfield, Ohio	Ind 10.54
Larry Frane, Cleveland, Ohio	H-D 10.67
Thomas Paradise, Albany, N.Y.	Ind 11.04
Louis Corriere, Easton, Pa.	H-D 11.46
Roger Kaler, Sparta, Mich.	Tri 12.50
R.J. Nealen, Bedford Hts, Ohio	Ind 14.21
Ivan Fairfield, Muskegon, Mich	Tri 19.45
Ervin Downey, Klamath, Calif.	BSA 240 ft
45 CUBIC INCH EVENT	
Besse Wendt, York, Pa.	Ind 9.09
Larry Hetrick, Westerville, O	H-D 9.87
Larry Huber, Millersburg, Ind.	Ind 10.45
John Williams, Markham, Ont.	H-D 10.67
Jack Taylor, Muskegon, Mich.	H-D 11.22
Phillip Franz, Brook Pk, Ohio	H-D 11.46
Larry Smith, Goshen, Ind.	Ind 12.17
Clarence Suydam, Easton, Pa.	H-D 12.63
Eldon Dull, Cedar Rapids, Iowa	H-D 13.01
James Corbett, Grd Haven, Mich	Tri 14.02
Ken, Nealen, Bedford Hts, Ohio	Ind 16.72
Emery Morris, Cedar Lake, Mich	BSA 280 ft
Jack Turner, Muskegon, Mich	H-D 250 ft
Chas. Thompson, Muskegon, Mich	Tri 240 ft
Willard Wood, Covert, Mich	Ind 60 ft

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MALE SOLO

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2.	Isidro Soreado
3.	Durward Thompson
4.	Alan Baltazar

FEMALE SOLO

1.	Geri Dearmond
2.	Claudia Hess

PASSENGER

1.	Debra Clark
2.	Margrat Clark
3.	Edith Steen
4.	Cleo Haller

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Ronald Ray

CLUB DISTANCE TROPHY

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Richard Hess

OLDEST AMA RIDER

Herbert Haughton

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2.	Billy Seagoyres

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A-Leo Payne	Har	10.00-144.23
B-Bob Ebeling	Tri	11.48-128.00
C-Sonny Raslawski	Har	11.58-121.00
D-M. Disharoon	Har	11.53-118.00
E-Willie Butler	Tri	12.98-101.12
F-Bob Braverman	Yam	13.00-101.20
G-Hugo Bejeon	Suz	14.35-86.00
H-Rick Bingham	Har	15.19- 94.00
I-Robert Rezabek	Suz	16.38- -
J-Mike Mercer	Tri	16.98- -
K-Regan Wilson	Hon	18.46- 69.00

A/G-Joe Smith	11.99-126.95	Har
C/G-Len Jasmin	13.31- 98.79	Tri
E/G-Charles Young	16.94- 82.64	-

AA/S-Lance Haserot	13.42- 95.23	Har
A/S-Stan Douglas	15.00- 81.91	-
B/S-Tony Dodge	13.06-105.75	Tri
C/S-Harry Couch	14.42- 90.58	Tri
D/S-LeRoy Wyman	13.80- 97.93	Hon
E/S-Vince Rowles	14.03- 91.83	Suz

PRADO PARK 4-Aces M.C. Scrambles Sept. 18, 1966

50 AMATEUR MOTO	
Bob Peck	Hon
Ron Palmar	Hon
Chuck Peohaska	Hon
Chas. Coughlin	Hon
John Ashton	Hon
50 EXPERT MOTO	
Kirk McDowell	Hon
Tony Mason	Yam
Dale Smith	Hon
Jay Lewis	Hon
Frank McD.	Hon

SOUTH GATE Sept. 15, 1966

100 TD	
Gary Calkins	Yam
250 TD	
Jerry Isaacson	Bul
Paul Wilde	Yam
Dave Smith	Toh
Bob Lindsay	Toh
Carl Sjolund	Toh
100 MAIN	
Dan Kelly	Hon
Russ Robinson	Yam
Paul Wilde	Yam
Dave Smith	Hon
Claude Wussler	Hon
Marty Endles	Hon
250 MAIN	
Mike Tillman	Hon
Randy Layne	Hon
Jerry Isaacson	Bul
John Balaam	Yam
Lee Stumpenhous	Gre
Mike Spitzer	H-D

ACA SHORT TRACK Orange County, Sept. 14

100-TD	
Russ Robinson	Yam
250 TD	
Rick Woods	Duc
50 MAIN	
Paul Wilde	Yam
Carl Sjolund	Toh
Ken Layne	Hon
Mike Spitzer	Suz
100 MAIN	
Russ Robinson	Yam
Gary Calkins	Yam
Randy Layne	Gil
Paul Wilde	Yam
John Balaam	Yam
Dave Massingham	Yam
250 MAIN	
Ivan Oden	Hon
John Balaam	Yam
Mike Spitzer	H-D
Sal Acosta	Bul
Carl Sjolund	Mon
Rick Woods	Duc

100 AMATEUR MAIN

R. Slacer	Hon
S. Centry	VanT
T. Sherman	Hon
R. Smith	Yam
Ken Lee	Hon

100 EXPERT MOTO

K. McDowell	Hon
Dale Smith	Hon
Dave Ham	Hon
Doug Yerkes	Bul
Hayward Mendenhall	Yam

125 AM. EX. MOTO

Wade Zimmerman III	Bul
Rollie Clark	Bul
Mike Radnor	Suz
Don Alfred	Hon
Ken Vines	Bul

175 AMATEUR MAIN

H. Bankhead	Mon
R. Graver	Hon
S. Strickland	Hon
B. Falkin	Hon
L. Pedigo	Bul

175 EXPERT MOTO

K. McDowell	Hon
Jim Doran	Bul
Paul Willenghby	Bul
Jim Connelly	Mon
Mike Radnor	Hon

200 AMATEUR MOTO

Chuck White	Bul
Larry Hammond	Bul
Jay Malacr	Hon
Roy Prince	Bul
Robert Pace	Bul

250cc NOV. MAIN

Rick Durkee	Bul
Ron Moore	Bul
John Colombero	Bul
Don Williams	Par
Sam Ciray	Par

250 AM. MOTO

John Sprague	Bul
Ken Sparkman	Bul
Gary Geyer	Hon
Wes Paterson	Bul
Darryl Scalla	Bul

250 EXPERT MAIN

Dick Brittain	Hon
Jeff Runyan	Bul
Carl Patrick	Bul
Len Earl	H-D
Jerry Hansen	Bul

350 AMATEUR MAIN

Tony Simon	Hon
Bob Foster	Hon
Jack Coode	Hon
Bob Dean	Hon
R. Lechuga	Hon

500 NOVICE MOTO

Jim Cassel	BSA
Jerry Heylek	BSA
Chuck Jenkins	Tri
Emie Sass	Tri
Bill Murphy	Tri

350-500 EXPERT MOTO

Jion Hunter	BSA
Phil Brown	BSA
John Heynemann	BSA
Darwin Ballard	Hon
Monte Darling	Hon

OPEN NOVICE MAIN

R. Clark	Tri
J. Crouch	BSA
P. Mortartey	BSA
P. Shepherd	Tri
L. Reyes	Tri

500-OPEN AM. MAIN

Ben Fakkeldy	Tri
Bill McCoy	H-D
Mike Chamberlain	Tri
Craig Kearney	BSA
Bill Cody	Tri

OPEN EXPERT MAIN

Larry Wilborn	Tri
Jerry Allen	Tri
Arvil Sparks	Tri
Si Porter	BSA
Jim Moffit	BSA

SIDEHACKS

Mike Parti	Tri
Jim Moffit (Pass)	Tri
Jerry Pearson	Tri
Gary Weber (Pass)	Tri

ROAD RIDERS AND RACERS MEET IN ENSENADA

For the first time in modern history, western racers and road riders will meet in a two-sided event hosted by a foreign country, when Ensenada, Mexico welcomes the First Annual Grand Prix and Motorcycle Tour on October 8 and 9, 1966.

Sanctioned by Baja California's ruling body, the Ensenada M.C. and endorsed by the Federal Dept. of Tourism and the Ensenada City Government, the race and road run promise to set a new high standard in motorcycle entertainment. Proceeds of the races will go to buy new uniforms for the city's Transit Police. The road run is non profit. All proceeds left after expenses will go toward trophies for participants.

A Poker Run to Spice Up the Fun

Experienced riders are invited to register for the Saturday poker run by sending pre-entries to Cycle News, Box 498 Long Beach, California. Enclose \$2. with your name, age and address, size and brand of motorcycle and club affiliation, if any. Post entries will be \$3 at the border.

At five cleverly-spaced checkpoints along the route, entries will draw Bicycle playing cards. The highest poker hands at the end of the run will be awarded unique trophies. If enough entries are received, there will be lo-ball prizes for the lowest poker hands.

On Saturday afternoon the Beauty contests will be judged, so riders interested in recognition for the best looking bikes in stock and custom classes and club appearance should start the run before noon. Judging will begin at City Hall at 3 p.m. Saturday, followed by dancing to the "Ensenada Brass". Trophies will be awarded after the parade to the course on Sunday morning.

Ensenada has warily consented to include a stretch of city pavement in the Grand Prix Scrambles course, so it will be a true pavement-dirt Grand Prix, Catalina style, for the fans and racers.

Races begin on Saturday morning with the combined 1-100cc races and finish with the rip-roaring big bikes and sweepstakes on Sunday afternoon. The course is beautiful this year. Traction varies from soft uphill loam to pavement, so tires are purely optional. Prado Pirellis or knobbies? Bring either or both.

Racers can enter by sending mail entries and \$4 to Ensenada M.C. Pres. Oscar Gomez, 498 First Street, Ensenada, Baja Calif. Mexico, by Sept. 30. Post entries will be \$5. AMA sportsmen and semi-pro riders will get first preference so get your entries in early and list your AMA competition status. You will have to show a current AMA Novice card to ride as a Novice.

Ensenada promises to roll out the red carpet for the good cycle enthusiasts and slam the hoosegow door on those who cut up. We don't think Mexico will regret her hospitality to our sport.



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news (Here's a tip-include races or records you have won)

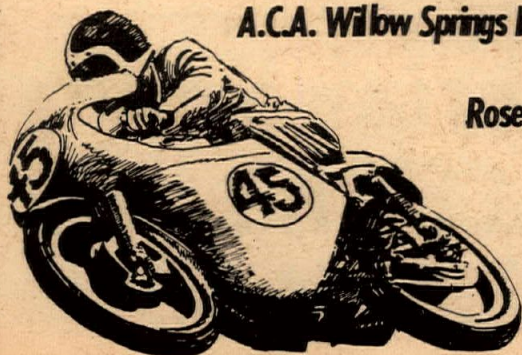
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Address _____
City _____ State _____

Nat'l. Points Road Race

SUNDAY SEPT 25th

A.C.A. Willow Springs Intl. Raceway

Rosemond, Calif.



Pit Gates open at 8:00 a.m.
Practice from 9:00-11:30. First Race approx. 1:00 p.m.
All classes inc. Production Gen. admission - \$2.00

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NEXT WEEK.....

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2ND ANNUAL FIELD MEET

SUNDAY OCT 2ND

START-HARLEY DAVIDSON OF LONG BEACH
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FREE COFFEE & DONUTS AT START

Each year the Muskegon Motorcycle Club of Muskegon, Michigan promotes the Mount Garfield National Class-A Hillclimb. In years past, this event has been one of the major dates on the hillclimbers calendar and 1966 was no exception. Every "slope shooter" who could possibly make it, was there.

MT. GARFIELD NATL. HILLCLIMB

Story and
photos by Perry Field

The hill was in fine shape this year because there hasn't been a machine on it since August of 1965. At that time the last six riders were unable to make a run at the slope because a hard rain struck in the late afternoon and closed down the event.

Dame Fortune smiled upon the contestants this year and kept the weather ideal for the event. The 340 foot, 60 degree hill was bathed in sunshine for the entire day and a gentle breeze off Lake Michigan kept the temperatures within reason.

The winners in the two classes retained their titles from 1965. Glen Kyle dashed up the hill on his Vincent in the time of 8.10 seconds to better his last year's mark of 8.33 seconds in the 74 cubic-inch class. In the 45 cubic-inch class, Besse Wendt shot the slope in 9.09 aboard an Indian which was good enough to win this year but was slower than his time of last year—8.90 seconds.

Last year's number five man in the 74 inch class, Joe Hemmis, made it into the second slot this time around with a time of 8.22 seconds—.04 seconds slower than his time last year.

In the smaller class, Larry Hetrick, powered his Harley-Davidson up the hill in 9.87 seconds to take second in the 45 cubic inch class as he did in 1965 with a time of 10.42 seconds.

For 1967, Besse Wendt will be riding the 74 cubic inch class with Glen Kyle and there should be a battle royal when these two go at it.

For this event the hill was in excellent shape, the weather was fine, the racing was spectacular, and "The Element" showed up. These despicable types caused no real trouble but their presence kept the officials from introducing the queen of the event and her court to the fans. Why were they not ejected?

(Results on page 16)

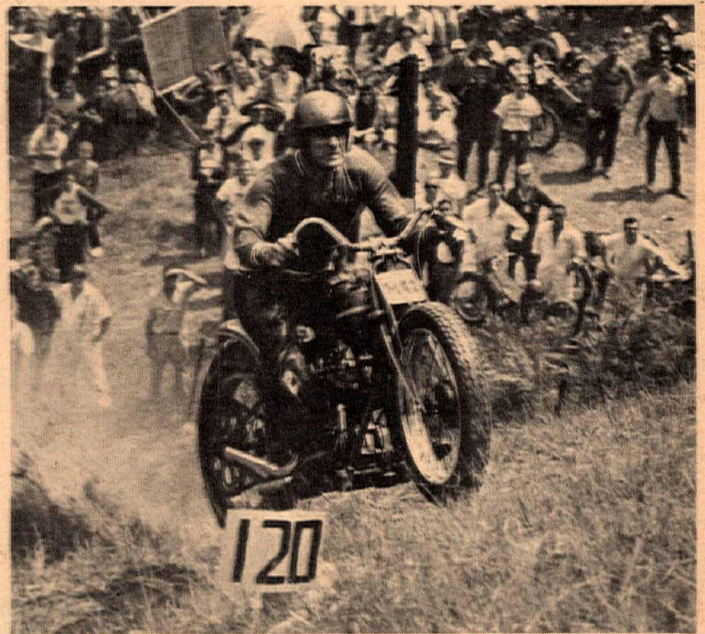


Number four man in the 74 cubic inch class, James Snell tops the hill in 4th place breaking the string at 8.99 seconds.

A stern-faced Glen Kyle booms his Vincent up Mt. Garfield in 8.10 seconds. Glen later made an exhibition run of 7.90 seconds to prove that he was the best man there.



Gordon Mitzel tears up part of the hill as he shoots the slope for 3rd place time of 8.65 seconds in the 74 inch class.



Besse Wendt's Indian takes him up the slope to his 45 inch winning time of 9.09 seconds.

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Gran Prix

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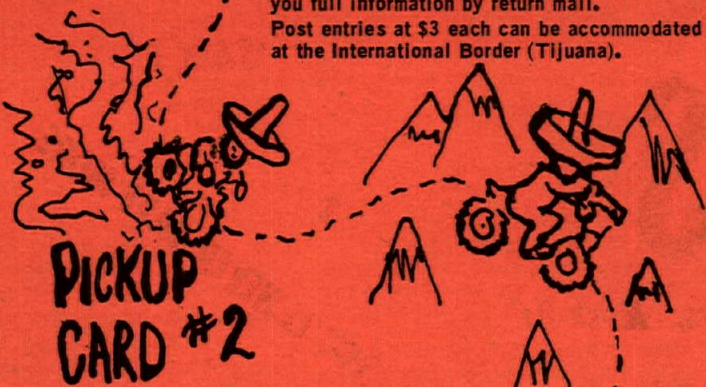
OCTOBER 8th and 9th, 1966

CYCLE NEWS September 22, 1966 Page 19

FIVE CARD POKER RUN!!! OCTOBER 8TH !!

START... AT TIJUANA... JUST AS YOU CROSS THE BORDER!
CARD #1

Send name, address and \$2 to Cycle News G.P. Tour, Box 498, Long Beach, Calif. before October 1st. We'll enter you and send you full information by return mail. Post entries at \$3 each can be accommodated at the International Border (Tijuana).



PICKUP CARD #2

Mam, this a poker run what am! You get to see your cards. Draw your next Bicycle out of the native jar. Will it be an ace? Have you got a straight, or a flush going? Or is your hand the worst? Get glad, you may still win a prize! Each card is recorded as you draw. Gotta keep 'em Honest!

PICK UP CARD #3

Aren't you glad you sent in your pre-entry and got all that information about reservations, insurance, etc? Yours is but to enjoy the ride... and don't goggle at the scenery so much that you miss that next check.

PICK UP CARD #4

Now you've only got 15 miles to go and you'll discover the beautiful city of Ensenada. Groovy scenery, huh? You say you can't take your eyes off the road to look? It's smart to ride careful in these parts. You may notice we are patrolling the road for emergencies. This isn't higer California, the curves are rather unforgiving. It's not chicken to ride slow. In fact we recommend it here.

PICK UP CARD #5

Well, you made it. You finished the first annual Grand Prix Tour. Now compare your poker hand with others and see if you can guess who wins the pot of Spanish Gold. You'll find out for sure tomorrow at the trophy presentation. Now to clean up for the beauty judging, and after that some dancing, dinner. For Manana see column at right...

TROPHIES, PINS, PARADE, CONTESTS, DANCE, RACES
put on by the Staff of Cycle News, and Ace of Clubs M.C.



RACERS!

2 FULL DAYS OF FIESTA!

14 races in all! Beechin' Catalina-style course with cool ocean breezes, no dust, some pavement. Traction optional, universal knob-bies recommended.

SAT. OCT. 8

- 0-100cc Combined
- #2 175cc Novice
- #3 175cc Amateur & Expert
- #4 250cc Novice
- #5 250cc Amateur & Expert
- #6 350cc Novice
- #7 350cc Amateur & Expert
- #8 Powder Puff 0-100cc

SUNDAY OCT. 9

- Sidehacks
- #1 500-649 Novice
- #2 500-649 Amateur & Expert
- #3 650-Open Novice
- #4 650-Open Amateur & Expert
- #5 Sweepstakes (3 Laps)
- (Matches 1st & 2nd place from all events)

ATT'N. MULDER, RAYBORN, VAN LEEUWEN, ODEN ET AL... Last year's rules will apply at this event. YOU MAY RIDE IT. AMA rules permit any rider to compete under rules of whatever foreign country he is in. We're a foreign country, dig? We offer a horsepower course where rider ability counts to win. Next year... Appearance money?

T-SHIRTS* PINS* DISTINCTIVE TROPHIES* EVERYBODY RIDES
(Perpetual trophy donated in memory of Clemmie Jackson)

Don't miss this! it's going to be a classic. SEND IN YOUR PRE-ENTRY NOW- \$4. Post entries \$5. USE THIS HANDY BLANK OR ANY REASONABLE FACSIMILE.

ENSENADA GRAN PRIX SCRAMBLES Official ENTRY BLANK

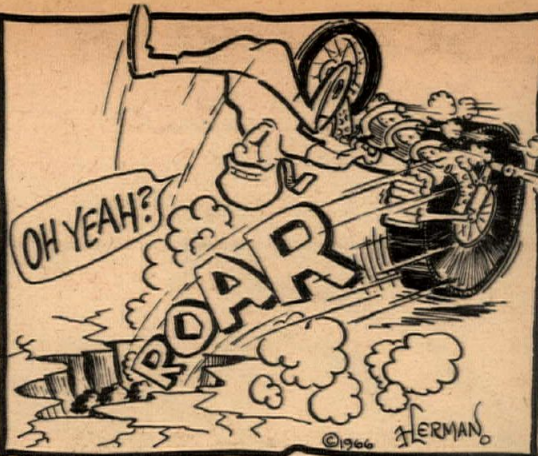
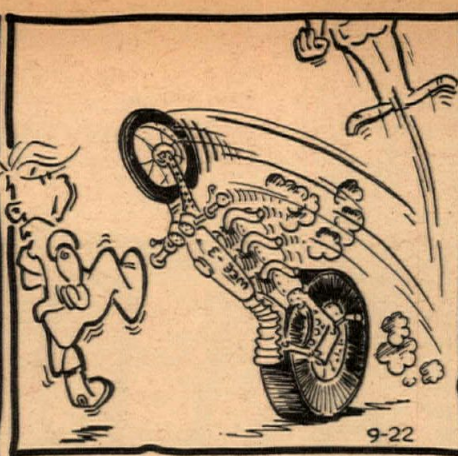
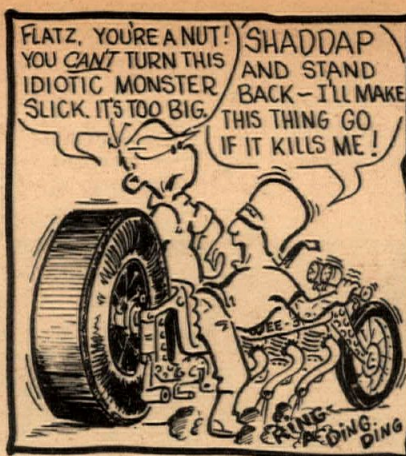
CIRCLE ONE... Novice... Amateur... Expert
(Current sporting event card required for Novice entry)

I will ride a _____ Motor No. _____ Co. In. _____
A.M.A. Number _____ Expires _____ Club Affiliation _____
Print Name _____ Address _____
City _____ State _____

I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the Ensenada M.C. and I further agree to hold blameless the Contest Committee, the Director of Contests, the Promoters, the owners of the premises or any of the lessees, for any loss or injury to myself or property, and to assume all responsibility for any loss or injury to myself or property in which I may become involved by reason of my participation in this contest.

HAVE YOU READ THIS ENTRY BLANK? (Answer YES or NO)

Rider's Signature _____ Rider's Age _____
CAUTION: Parents must co-sign if rider is under 21 years of age.
Parent's Signature _____ Address _____



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IN CYCLE NEWS

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Say "Hi" to Hank and Solo Suzuki at the **DESERT CYCLE CENTER**, 1600 W. Main St., Barstow. The friendliest shop and only Cycle News dealer in Barstow. If your name was in the last issue get a free copy from us. Mon. thru Sat. 9 a.m. - 6 p.m. Tel. 256-2489.

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SCRAMBLIN AROUND

By Maureen Lee

DirtDiggers Reject AMA Offer

Here is the address for your Corriganville Entry. DirtDiggers M.C., P.O. Box 2513, Culver City, California. Standard entry blank required with an entry fee of \$7.00. See you there!

From all that has happened since last Wednesday night's Special meeting between the DirtDiggers, the AMA and the Dist. 37 club representatives, one thing is now certain. Corriganville is not going to be an AMA event. It will be an ACA sanctioned scrambles with an International professional and motocross event, open to professional riders under F.I.M. rules.

If you're considering entering the International class, you can't ride anything bigger than a 500 as the points will no doubt be counting towards the 500 International Motocross Championship. Not only that, you must have the correct license, so we suggest you contact the ACA office for information. (714) 847-7629.

District 37 Sports Committee President Jean Carter and Secretary Bill Adams came to the meeting bearing the largest concession that AMA bigwigs have made to local sportsmen in anyone's memory--the promise of a double sportsman-and-professional sanction for Corriganville. This they believed was what the DirtDiggers' grumble was about, the fact that the recent ban on professional riders from competing in sportsmen events. It would have prohibited, for example, Eddie Mulder, two-time champion of Corriganville, from defending his record.

Carter and Adams could have saved their breath. The rebel club had already decided to reject the AMA offer. Posters advertising Corriganville as an FIM event were stacked around the room. Reasons for the rejection were the high cost and unreasonable demands of the AMA insurance company, the co-operation and assistance it was receiving as an international event, and a history of indifference to local problems on the part of our National Association. The belated notice taken of District 37 and the DirtDiggers' beefs was regarded as "too little too late" by Larry Reed.

FEETS FRACTURES FOOT

Fans of #13x Chuck ("Feets") Minert will be sorry to hear he cracked a bone in his foot at Carlsbad Sunday, but they should cheer up to learn it isn't serious.

Feets took to the fence to avoid fallen Joe Clocow. His foot will be in a cast for a few weeks.

AFM SCENE

Cotati Raceway, September 11, 1966,

Suzuki premiered one of the most impressive looking 250cc production racers to be seen on these shores in quite a while. It proved its merit by winning the 250 class with Ron Grant riding. The prototype racer features such "goodies" as a four shoe front brake, twin loop "feather-bed" type frame and completely re-designed cylinder barrels and heads. If Suzuki elects to turn these out for the general public, they should make quite an impression.

Welcome Back

Back with us is San Francisco Chapter President Bill Boyd. Bill climaxed a tour of Ireland and Scotland by competing in the 1966 Isle of Man 250cc TT races. Bill really proved his ability by lapping the tricky course at over 85 mph on his Yamaha TD1B, quite a feat for a first trip. He was running in 11th place (with a blown head gasket sustained just a couple of miles from the start) — until a last lap blow-up put him out for good. Bill's comparative successes should encourage other riders to have a go at racing in the highly competitive field of racing in England and Europe.

Recent conversations with both Bill and recently returned Marty Lunde have confirmed the suspicions of this columnist that the European racing scene is not filled with supermen. The only advantages that the riders have "over there" are more practice due to more frequent events and more experience in tuning and gearing for various courses. There is one other hang-up, of course, and that is they make money.

We would like to see a shop or dealership willing to go out on a limb and sponsor some promising rider such as Marty Lunde, Lance Weil, Frank Scurria, or some other racer with the determination to succeed.

The motto of the AFM is "Dedicated to making America first in International Racing" — and it is our goal to further this creed. The only way a potential world champion can prove his merit is to race where there is a large amount of international competition, and at this stage of the game this appears to be the

Dist. 37 Referee and president of the club.

Big things are under way in the District, but one thing we must all try to remember regardless of how hot we get under the collar with the AMA, etc., etc., for pete's sake gang, let's not throw the baby out with the bath water!

Secede From The AMA?

The DirtDiggers, it appeared, had invited District 37 representatives to their club meeting chiefly to discuss the proposal that District 37 secede from the AMA and run its own affairs independent of the National Association. It is not known whether this proposal will be accepted or voted down when it is brought up at next month's Sports Committee Meeting. In the meantime Cycle News will offer equal space so that both sides of the question can be heard. We note with approval that the AMA is now paying attention to local sportsmen are beginning to take a healthy interest in the government of their sport.

THE FINISH LINE

By ROXY ROCKWOOD

Markel and Rayborn really putting it on the rest of the troops last week end. Markel was in his old 1960 form and bouncing off the Ascot crash-wall like a tennis ball. He's still the only rider who can drive off the wall--and win. Lacher tried it and failed to go the final.

Nixon missed the main but turned in at least two super laps with drives down the back chute that no one can rival. A few more weeks out here and he would be another threat to add to the list.

Down at Carlsbad things went right from start to finish. It was a success from every standpoint and a credit to Sandy Belond who got the idea for road racing late last year and has now run five AMA events in 1966.

He stated after the race he will run weekly next year if the AMA will back him up on a few minor rule changes. It would be wise for them to look into this as the Carlsbad track is the only road race course in the nation that has ever considered weekly road racing as a place to build riders and machines.

BEHIND THE SCENES AT COTATI (See report beginning on page 3)

By Tom Finlay

British Isles. Due to the AMA's lack of interest in International racing, the smaller clubs can only serve as stepping stones to world competition. The AFM will of course, continue to strive to bring about a change in this situation by holding races under international rules.

The next AFM event is scheduled for October 2nd at Cotati Raceway, hosted by the San Francisco Chapter. They have had a great deal of success and you can be assured of a first class event.

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Rayborn knocked off his fourth straight big bike feature and his second 250cc win. This is the second time he has scored the double victory and certainly places him in the upper division as a top road racer.

Incidentally, his winning 250cc job was put up for sale right after the race and can be had for a fair price at San Diego H-D Sales. This was probably due to this being the last major 250 race of the year and Rayborn will have all new equipment for '67.

The three factory lightweight teams were lined up for opening race ceremonies and a fine sight, indeed. They include just about every top notch road racer in America and the little jobs once again put on a show that rivaled the big bike national.

The three factory lightweight teams, H-D, Yamaha and Suzuki, will be joined by a fourth team next year as the Kawasaki officials were on hand to view the race and stated they will also have a team under the AMA banner in '67.

The big bikes may have been around for many, many more years but they still let the newer small jobs steal the advertising thunder by creating official factory racing teams. I can tell you first hand that it is much easier to get pre-race publicity from the papers with these official teams.

Gerry Seguin finally won himself a big one. Gerry, who is his own press agent, had been denied a win earlier this year at Daytona and Springfield by just plain bad luck. He made it look easy at Carlsbad and says he will do the same in his last ride as an Amateur at Sacramento this Sunday. Don't bet that he won't either.

Sacramento and the last big one of the year happens this Sunday. For good measure Aggie is tossing in a night short track on Saturday which will also run at the fairgrounds.

To date this column is batting a thousand on the California national prediction with Tanner and Rayborn. We predicted earlier that Law will wrap up the Sacramento win for the second time but this can be the most far out of the three with riders like Nixon, Markel and Roeder on hand.

If you like "Darkhorse" predictions at nationals then go with Romero this Sunday. He can do it if he doesn't get over-eager like he did at Springfield.

WANT SOMETHING FOR NOTHING?

See Page 21 See Page 21

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MOTORCYCLE BUSINESS FOR SALE. Dealership for Honda-Triumph-Bultaco-Bridgestone-Kawasaki. Fully equipped. Special tools. Parts accessories. Going business-located in fast growing area. Must sell due to health. Cycle News, Box D, P.O. Box 498, Long Beach, California.

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WHILE THEY LAST! We have two more 1967 G85cs (Metisse) Matchless Singles left — Hurry to Steve Hurd Motorcycles, 1405 Olympic Blvd., Montebello. (213) 724-0466.

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YAMAHA FOR RENT — \$3.50 per hour. Yamaha of Ensenada, 498 Av. Ruiz, Ensenada, Baja, Calif.

FOR SALE — Dec. '65 250cc Yamaha Big Bear Scrambler xln, cond. TOPaz 1-3835 after 6 p.m.

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LOST at Ascot Park boots & steel shoe due to injury. July 22, 1966 any information, Call Loren Andrus 346-0156.

758 PICTURES TAKEN at 500 mile National Jack Pine Enduro. Anyone interested in a picture of themselves please send riding number and type of machine to: Perry Fields, 578 Riverside Dr., Battle Creek, Michigan.

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TRADE—Honda CR-71 Factory Racer: 250cc, Excellent condition. Very rare cycle. Will trade for GOOD 450 Honda. Dick Jones, 215 N. "A" St., Lompoc, California.

TRADE—Triumph parts or what have you for Greeves expansion chamber and rear wheel for square barrel. Jim Watson, 828-1079.

TRADE—Yamaha 250 J&Rhi comp heads, gun rack, drag bars—want Yamaha 80 straight cut gears & git kit parts. "Mitch" days call 923-8111 Ex. 4651 or 1129 or write Box 834, Downey, Calif.

TRADE: one almost new 350 BSA rear wheel less tire for a complete Honda 150 or 160 rear wheel, must be in good condition, Bob, 1939 101 Hwy. Lomita, DA 5-4792-Space 6#

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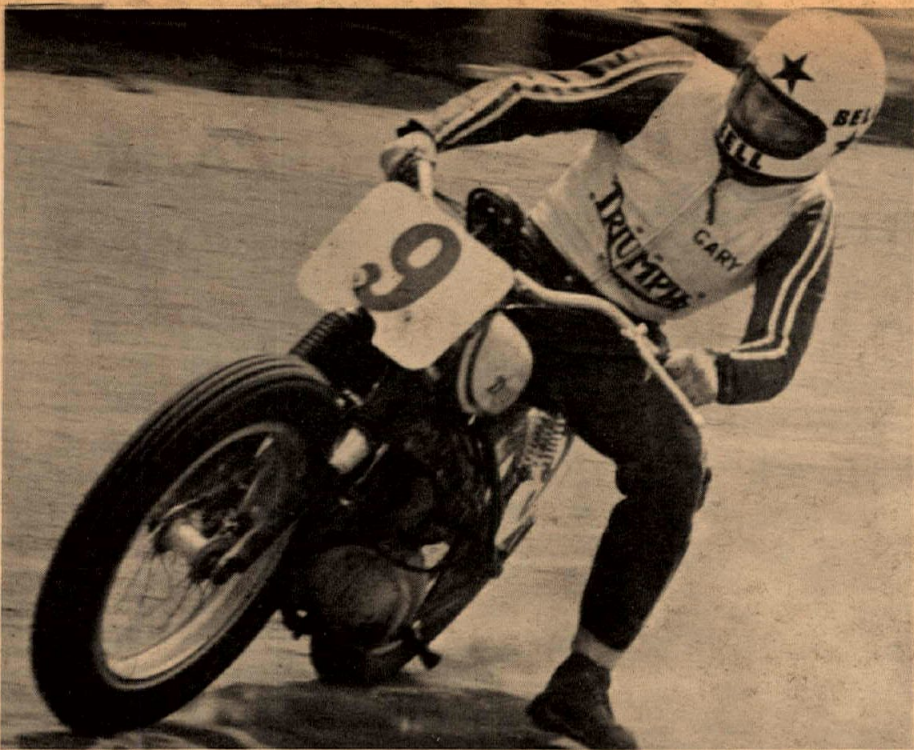


PHOTO CONTEST WINNERS

Cycle News Contributor Ben Hall of Thomasboro, Ill. took First Prize in the Professional Class of the Triumph-sponsored photo contest with his excellent action shot of Champion Gary Nixon. First Prize in the Amateur Class was awarded Randall A. Wagner, Cheyenne, Wyoming for his fine shot of Dan Perko, Denver, Colo. featuring "stop-action".

Second and third, respectively, in the Professional Class were Willard W. Wolfe, Springfield, Mass. and Perry Fields, Battle Creek, Michigan. R.T. Speck, Eatontown, New Jersey and Curtis L. Sweeney (U.S. Navy) were second and third, respectively in the Amateur Class.



... And this won first prize in the Amateur photographer division for Randall Wagner.

Orange County Speedway 9/14/66

The ACA number one 100cc point leader, Russ Robinson, Yamaha rider from Garden Grove, is gaining the reputation that Ivan Oden has enjoyed over the last 20 events as being almost unbeatable at Orange County in the 100cc events. Gary Calkins, one of the top leaders in the 100cc class, finished second in the main event, also on a Yamaha, but one of the new twin cylinder machines.

The 250cc trophy dash went to Rick Woods, top man in the 250cc class, on his Ducati, but unfortunately after winning the 250cc main event, Rick went power sliding into Turn 1 and the front wheel hub collapsed, high-siding him, causing Rick to be taken to the hospital. After examination, it was found Rick was lucky and only sustained a broken collarbone which will, in all probability, eliminate him from any further competition in the 1966 season. In close running in the point standings is #66 Ivan Oden who was the winner of the 250cc main event.

Orange County will finish its racing season this Wednesday night and will announce the Championship event for Orange County in several weeks.

(Results on page 16)

This is the picture that took first prize (professional) for Ben Hall.

Final FLATTRACK for CHICO

Should be More and Better for '67

By John Noffsinger

The final night of flat track racing Sept. 20th at Cycleland Speedway Chico, Calif. found the stands full, the weather cool and enjoyable, and the riders just itching to get on with the racing.

The 200cc class was the one in which particular excitement developed as Bill Dotson lead Dave Vefredo by only two points for the season championship. If Dave were to finish in front of Bill by two places the season championship would have been tied. The race built up to a feverish pitch as the starter's flag went down, and the riders blasted off toward the finish. As it so happens neither Bill or Dave were in contention for a trophy, however at the finish Dave was one place ahead of Bill and thus finished the season 1 point behind for the championship. The event was won by Dennis Chandler of Central Valley on a Bultaco. He was followed by Loren Ballman of Willows, Calif. and Bob Brown Chico, Calif. both on Bultacos.

Greg Michael of Willows on a Honda won the 60cc event leading from start to finish. Second was Tom Von Seggern of Willows on another Honda and third place slot was filled by Loren Strong, of Red Bluff on a Yamaha.

Bill Chambers, of Live Oaks on an Yamaha looked his best of the year as he won the 90cc event by a long margin. Ray Vatney of Carmichael on a Hodaka was second, followed by Paul Minor Jr. Sacramento on a Honda.

The 125cc class was put away by Bob Bagshaw of Red Bluff on a Bultaco with James Peck of Sacramento on a Bultaco breathing down his neck. Peck was followed at some distance by George Carter of Sacramento on a Honda.

George McCarty of Red Bluff on

a Honda again showed his domination of the 250cc class by winning his 9th straight flat track event here. He was followed by Richard Airoza, of Maxwell on a Honda. Richard is in his first year of racing and appears to be a sure contender in the following years. Third was taken by Bill Dixon out of Sacramento on a Ducati.

The season championship trophies went to the following riders:

60cc	Mike Rockwell	Honda
90cc	Paul Minor Sr.	Honda
125cc	Bob Vaughn	Honda
200cc	Bill Dotson	Bultaco
250cc	George McCarty	Honda

This may have been the last flat track event for 1966, however; beginning October 2nd, 1966, the Scrambles season begins at Cycleland Speedway, Chico, Calif. Events are to be held each 1st and 3rd Sunday of the month. If weather wipes out a race the race simply is cancelled until the next 1st or 3rd Sunday.

The year 1966 has been a successful season at Cycleland Speedway, and 1967 should be even more favorable as the owners plan on putting in more grandstand room, and making the facilities more accommodating and attractive for both spectators and participants.

NEW AMA RULINGS OK'D

The Fontana Daniele front brakes installed on Matchless G-50 CS submitted to the AMA Technical Committee by Bob Pansen for the Berliner Motor Corp., of Hasbrouck Hts., New Jersey are now legal to use.

"OUTLAWED"

Oxford and low-cut shoes are strictly taboo for all Hillclimbs (especially A and C climbs where riders hold a Competition License). The rule states that "boots or shoes at least 8" high MUST be worn".

REF'S & INJURIES

Referees are notified NOT to return licences to riders who are taken to hospital after a spill or accident, and then return to track claiming that they are unhurt and able to ride in ensuing races. Too many riders find later that they have sustained an injury not noted in the excitement of competition.

AMA MEET CHANGED TO OHIO

The 1966 meeting of the American Motorcycle Association Competition Committee has been changed to October 29th through November 1st. The meeting previously scheduled to be held in New York City will now be held in Columbus, Ohio, according to W.E. Berry, Jr., Acting Chairman of the committee.

Berry stated that the meeting format will be similar to previous years, and Open Forum will be held the afternoon of Sunday, October 30th. AMA members or other interested persons wishing to attend the meeting should contact the AMA office at Columbus, Ohio for details.

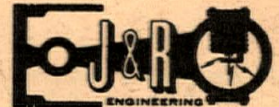
U.S. SUZUKI MOVES TO NEW FACILITIES

The general offices of U.S. Suzuki Motor Corporation were moved September 12 into their new facilities in Santa Fe Springs, California, from Santa Ana, according to Mr. Jack McCormack, U.S. Suzuki General Manager.

"We plan to have an 'open house' the latter part of October, using this time from now until then to put the finishing touches on this great new facility," Mr. McCormack said.

The new address is U.S. Suzuki Motor Corporation, 13767 Freeway Drive, Santa Fe Springs, California, 90670. The new telephone number for all U.S. Suzuki departments, is Area Code 213 868-0741.

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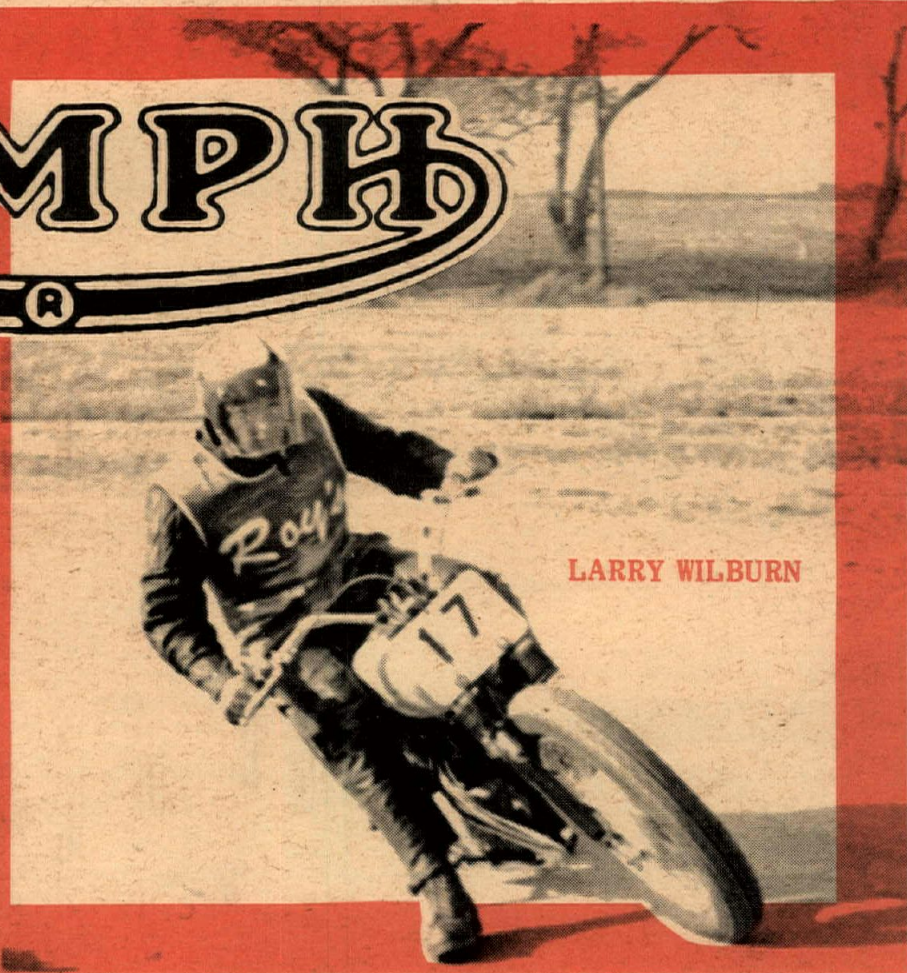
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TT Scrambles
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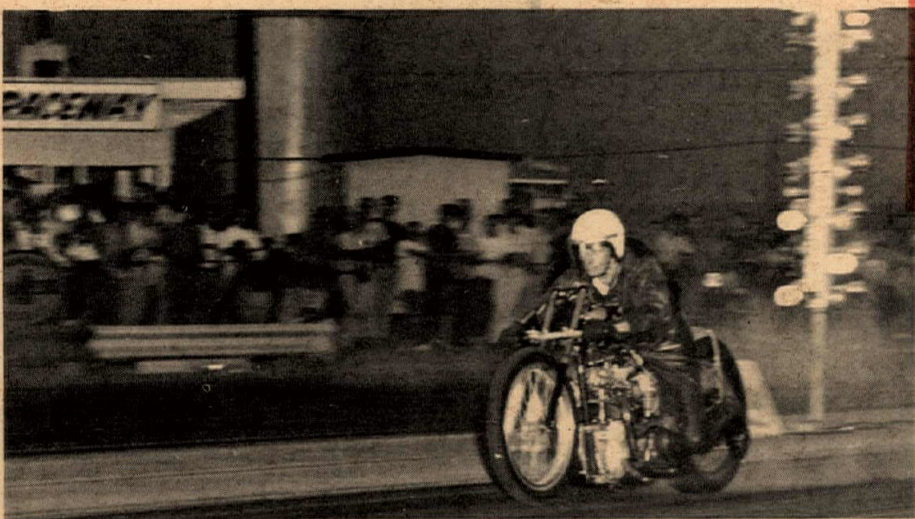
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